

APPENDIX C.2

WELLS G&H SUPERFUND REDEVELOPMENT INITIATIVE ADVISORY COMMITTEE INFORMATION PACKAGE

Wells G&H

Superfund Redevelopment Initiative

RIFLE CLUB

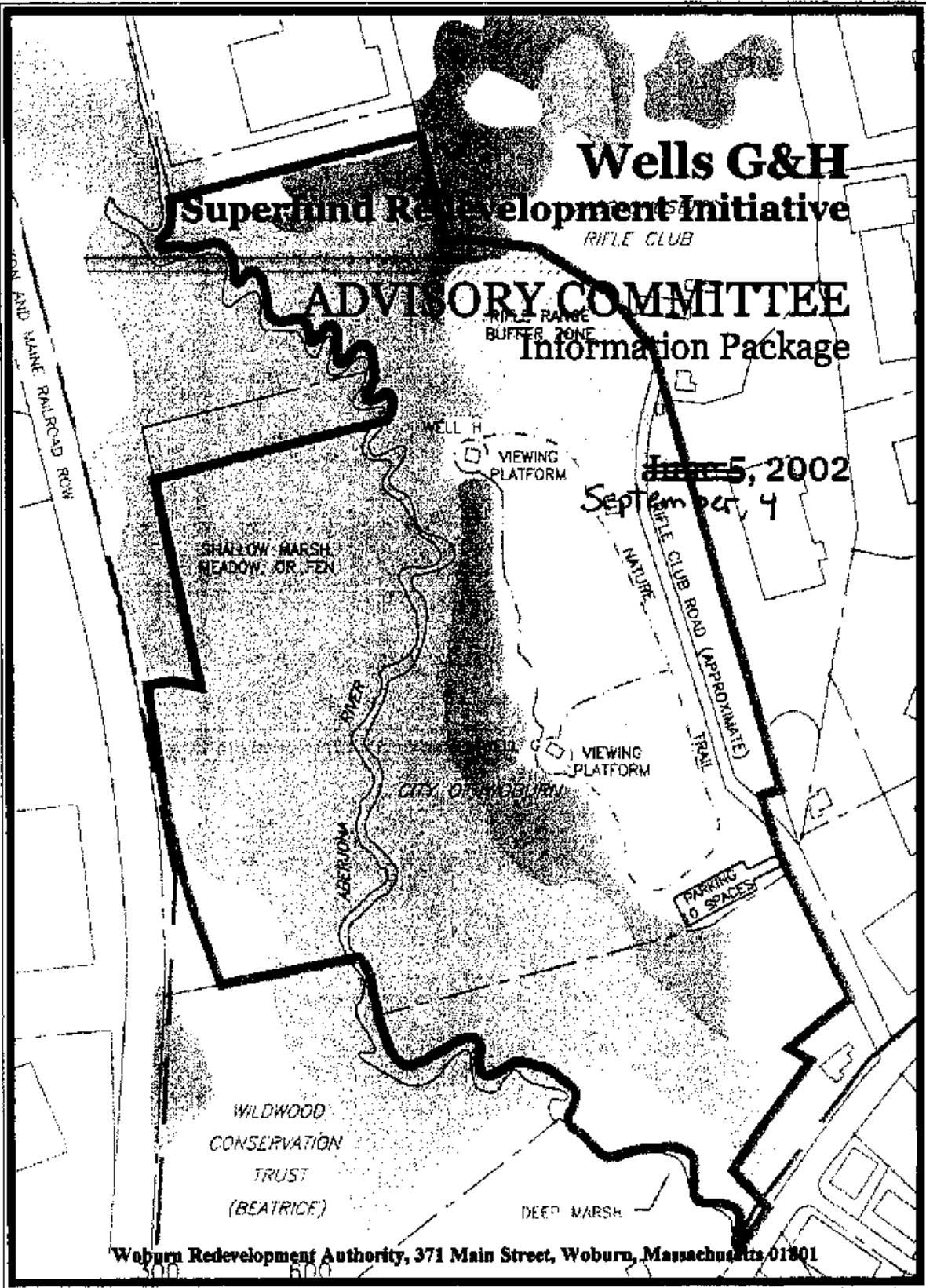
ADVISORY COMMITTEE

RIFLE RANGE
BUFFER ZONE

Information Package

~~June 5, 2002~~

September 4



Woburn Redevelopment Authority, 371 Main Street, Woburn, Massachusetts 01801

**WELLS G&H SUPERFUND REDEVELOPMENT INITIATIVE
ADVISORY COMMITTEE INFORMATION PACKAGE
September 4, 2002**

CONTENTS

1. *Agenda*
2. *Minutes of Meeting of June 5, 2002*
3. *Woburn Advocate Article, Package feud, August 15, 2002:* The issue of business sales vs. retail comes up again, apparently, in the guise of a package store which will sell alcoholic gift baskets.
4. *Daily Times Chronicle Article, WNA seeking \$50k technical assistance grant, August 22, 2002:* This article describes the grant application to the EPA by the Woburn Neighborhood Association, for technical assistance funds;
5. *Draft Letter to Lydia Duff, W.R. Grace Company:* This is the first attempt at a letter to the Grace Company, requested by the Committee at the last meeting;
6. *Conceptual Plans, ESS, Inc.:* these are the latest conceptual plans from Janet Bernardo, revised based upon comments at the previous meetings;
7. *Working Paper No. 3: Oil and Hazardous Waste Release Sites in Woburn:* This is a cursory overview of all of the releases of oil and/or hazardous materials in Woburn listed by the DEP Bureau of Waste Site Clean-Up; and,
8. *Memo re: Public Resources for Brownfields Redevelopment:* This is a brief overview of what I would consider the ten most relevant public programs which could support some part of the reuses contemplated for the Wells G&H area.

**WELLS G&H SUPERFUND REDEVELOPMENT INITIATIVE
ADVISORY COMMITTEE**

MEETING AGENDA

September 4, 2002

7:00 pm

1. Call to Order
2. Review of Minutes of Previous Meeting
3. Review of Conceptual Plans- Janet Bernardo
4. Overview of DEP Waste Site Clean-up Release Sites in Woburn
5. Public Resources for Brownfields Redevelopment
6. Completion of draft Comprehensive Land Use Plan
7. Preparations for Public Meeting
8. Other Business
9. Adjournment

**WELLS G&H SUPERFUND REDEVELOPMENT INITIATIVE
ADVISORY COMMITTEE**

**MEETING MINUTES
June 5, 2002**

Members Present:

John F. Marlowe, Woburn Redevelopment Authority
James Garvey, Woburn Planning Board
David Gill
Marc Knittle, Cummings Properties, Inc.
Jeffrey Lawson, Project Control Companies
Paul Medeiros, Woburn City Council
Christopher Moran, Clean Harbors, Inc.
Marie Price

Members Absent:

Richard Cutts, Woburn Conservation Commission

Others Present:

Janet Bernardo, Environmental Science Services, Inc.
Donald Borchelt, Woburn Redevelopment Authority
Joseph Lemay, EPA

1. *Call of Roll:* The meeting was called to order at 7:15 p.m.
2. *Approval of Minutes of Previous Meeting:* David Gill moved that the minutes of the meeting of April 24, 2002 be approved as submitted. Marc Knittle seconded the motion. The motion passed unanimously.
3. *Work Program:* Mr. Borchelt reviewed with the Committee the memo which he has prepared outlining the remaining work program issues. These included:
 - *Environmental Remediation Review:* Mr. Borchelt stated that he felt that the environmental review completed early on by ESS needed to be revised to include a description of the actual physical amount of remediation which has been accomplished, and some discussion about the likely time frame. It is understood that the time frame is a complicated issue, and may be able to be predicted, but some explanation of the issues was necessary. Chairman Marlowe said that it was his understanding that when originally designed, the remediation methods were anticipated to take approximately 30 years. He

wondered if this was still the case. Joseph Lemay said that this issue was addressed somewhat in the recent EPA fact sheet; however, an exact time frame is difficult to determine.

- *Traffic Analysis:* Mr. Borchelt suggested that the traffic analysis completed by Vanesse Associates would need to be updated, to reflect the final reuse schemes for the W.R. Grace property considered as likely by the Committee, and supported by the market analysis.
- *Concept Plans:* Mr. Borchelt suggested that the concept plans could be restricted to three sites, instead of the four that were originally proposed in the Work Program, and noted that for W.R. Grace, at least, the consultant has produced far more iterations than originally envisioned. The three sites were the City-owned parcel, W.R. Grace, and the former Aberjona Auto Parts. For the Aberjona property, all that was needed were two drawings, one to show the skating rink plan proposed by the owner, and a second to show a conventional industrial-mixed business building. The plans would evaluate the impact of the wetlands, floodway, and sewer easement upon development. Joseph Lemay asked where the owner intended to place the rink structure, and was shown on a plan. Mr. Borchelt asked if the Committee was still interested in pursuing the idea of a connecting road between Tower Park Drive and Cedar Street. Marc Knittle noted that Wetlands issues would have to be addressed, and part of the road may need to be bridged. Mr. Borchelt suggested that it might be appropriate to look for public resources to underwrite such a project, if there would be positive traffic benefits.
- *Zoning Issues:* Mr. Borchelt suggested that there were two zoning issues which have come up during various Committee discussions. One was the possible loophole reflected by the undefined category of “business sales and business service.” Mr. Borchelt noted that the Building Commissioner had officially requested that the City Council provide more guidance within the ordinance. Marc Knittle stated that the inspectional services interpretation of “business sales” which allowed for such apparent retail uses such as Staples has been tightened up by the current commissioner, and is no longer the issue it once was. James Garvey noted that it had been on the Z.O.R.C. agenda, and would eventually be reviewed by the Planning Board.

The other zoning issue was the height limit created by the residential buffer zone, particularly the way it impacted the development of W.R. Grace, for use as a hotel. Mr. Borchelt noted that hotel developers, for visibility rather than sheer space, seek to build a five or six story structure. While the City Council could grant by Special Permit a limit above the three stories allowed by right in the residential buffer area, it would probably be appropriate for the Committee to make a recommendation on the issue. This would provide clear guidance to W.R. Grace and the development community as to what the City was willing to encourage for the site.

Joseph Lemay stressed the importance of communicating with the property owner, in this case W.R. Grace, as part of the SRI planning effort. Based on experience gained with other SRI projects, it is clear to the EPA that the property owner must be "on Board" for the project to have any hope of success.

4. *EPA Aberjona River Investigation:* Joseph Lemay, EPA Project Manager for OU-3, the Aberjona River investigation, described the status of the EPA's Aberjona investigative effort. He stated that the EPA needs the proposed and projected use information from the SRI effort to complete the risk assessment for the basin. Of particular importance is the reuse of the City's property and the Aberjona Auto Parts property, which are both in OU-2 and OU-3. The EPA is factoring passive recreation as a use into the assessment. For the Aberjona property, it will make a difference if the proposed use is commercial, or a skating rink, as is apparently now being proposed by the owner.

Chairman Marlowe asked if the merger of the two superfund areas recently announced by the EPA would effect the effort. Mr. Lemay replied that the merger only relates to the investigation of the contamination; officially, the two sites remain separate. Jeffrey Lawson suggested that the EPA had "grabbed the bull by the horns" by defining the problem as an overall watershed issue, and had expanded the study area beyond the original "bureaucratic boundaries." Mr. Lemay noted that the contamination did not "miraculously stop" at any specific boundary, and to be effective, the EPA had to look beyond the original superfund area. He stated that the EPA had informed the public through a widely distributed fact sheet. (A copy of the fact sheet was included with the information package). He stated that polluters would have to pay for any type of contamination which is uncovered.

Chairman Marlowe asked when the Risk Assessment would be ready. Mr. Lemay replied that the data was still being compiled, but it may be completed by the ~~end of the summer~~ ^{FALL}. Mr. Lemay then described the automatic sampling system which had been installed at ~~five~~ ^{ten} locations along the Aberjona River. These stations were scheduled to be removed by the end of October.

Chairman Marlowe asked Alderman Medeiros if he wanted to speak about his proposal for peer review of the EPA effort, which had been reported that day in an article in the local Daily Times Chronicle. Alderman Medeiros stated that since the EPA's superfund efforts were having and would continue to have a major impact upon the municipality, the Mayor and Council should have the ability to review and comment upon the work, as it would with any major development. To do this effectively, the City would need the benefit of a professional review of the documents, etc. Chairman Marlowe asked Mr. Lemay if the TAG grant program could be used for that purpose. Mr. Lemay responded that he would have to ask the TAG program directly, but it was his understanding that the applicant had to be a non-profit organization, rather than a municipality. Alderman Medeiros said that it was his understanding that the EPA had a \$2.8 million escrow fund which might be able to be tapped.

5. *Completion schedule:* Mr. Borchelt stated that he intended to complete the draft plan by the end of the summer. Since the EPA Risk Assessment would dictate to a great extent the design of the proposed boardwalk in the Wells G&H area, he proposed that the plan would include two alternatives- a more ambitious boardwalk connecting the two wellhead observations sites, if the risk is determined to be negligible, and a more modest pier at Well G, if the risk is more problematic. Mr. Lemay said that the plan should also have a third alternative, showing no boardwalk. David Gill stated that he could see no reason why the final completion of the plan should not wait until later in the fall, after the Risk assessment is released, and the findings can be reviewed. The rest of the Committee concurred.
6. *New business:* Joseph Lemay informed the Committee that the U.S. Soccer Foundation has been providing grants to assist the conversion of remediated superfund and brownfields sites into soccer fields, which could be a possibility for the Wells G&H area. Alderman Medeiros noted that the use had been carefully reviewed and ultimately rejected for the Wells G&H area, but that it could be a possibility for a site along Atlantic Avenue
5. *Adjournment:* The Acting Chairman set the time of the next meeting for Wednesday, June 10, 2002, at 7:00p.m. The meeting adjourned at 8:55 p.m.

WOBURN ADVOCATE

Thursday, August 15, 2002

Package feud

Liquor dispute heads to court

BY MARK FONTECCHIO
STAFF WRITER

It's been more than seven years since Peter Donovan first applied for a liquor license from the city of Woburn, and he's hoping that seven is a lucky number.

Meanwhile, the city and the Woburn Licensing Commission are also hoping that seven is lucky — for them. The commission has turned down Donovan's request repeatedly, and the two parties have fought their cases through appeals and the courts since 1995.

"I have a legit business and a legit business plan," said Donovan. "They just don't like me, but that's not a reason for denying me."

Licence Commission members Owen J. McCaffrey and Paul J. Wentworth declined comment on the issue. J. Kevin Maguire, commission chairman, has recused himself from the matter to avoid any accusations of a conflict of interest. Donovan has claimed in court proceedings that Maguire is biased against him, and according to Maguire, an incident at the Woburn Country Club between Donovan and a friend of Maguire's further heated the issue. Maguire wouldn't elaborate on that incident.

"He's been trying to get me to recuse myself for years," said Maguire. "It's just one more effort to get one less commissioner to vote. What his main objective is, I don't know."

The feud may be coming to

a peak soon. On Tuesday, Donovan said he filed a case with the Middlesex Superior Court appealing a decision by the Woburn Board of Appeals on using a liquor license at 345 Washington St. The location is zoned for business sales, and not retail, but Donovan said that he will not be operating a typical package store. He wants to sell gift baskets, some being alcoholic, with his primary customer being the surrounding business community. Donovan said he would hire six unemployed Woburnites if the store opened.

According to Donovan, the Superior Court ruled in June on a separate case that he had against the License Commission. Donovan said that the court stated that the city must grant him the license pending zoning issues. Now, Donovan is fighting the zoning issue to clear up the license issue. He said he will not give up his fight with the License Commission.

"If I give up, [the license] will be issued tomorrow to one of their buddies, without a blink of an eye," said Donovan. "That's one of the reasons why I refuse to back down."

City Clerk William Campbell said that his office did receive a letter notifying the city of the new zoning case in Superior Court. He said that such notifications aren't usually faxed in. Normally, the party either hand delivers or sends it certified mail. Either way, Donovan will likely be notified of the technical mistake and fix it.

Right now, there is one more elusive license that the commission could hand out. According to state law, local license commissions may grant one package store license for every 5,000 people living in the city, or a fraction thereof. Woburn has a population of 37,258, allowing for eight licenses. Seven are being used.

The License Commission has maintained through most of the court cases and appeals that the city is not in need of another package store and would not benefit by issuing a liquor license to Donovan.

The initial application was in 1995 and a license was granted after Donovan agreed not to sell beer and wine over the counter. However, Patricia Galante, one member of the two-member board, reversed her vote when the city solicitor said that the over-the-counter agreement could not be enforced (the commission had three members, but Donovan's father, Dennis, was the chairman and recused himself). The vote became 1-1, and Donovan lost.

"It's all political," said Donovan. "The license is worth a lot of money and everyone wants it."

That initial case trudged through appeals for years. Donovan eventually withdrew his appeal of that case, and in 2000, came back with another proposal in a different location. Now, Donovan is fighting with the city again. He said he has gone through a lot of money and time to continue the court cases. He has also had at least six different attorneys representing him before the city since 1995.

"They've run out of excuses," said Donovan. "They're refusing me because I criticize the system."

Mark Fontecchio can be reached at mfontecc@cnc.com.

***I have a legit
business and
a legit business
plan. They just
don't like me, but
that's not a reason
for denying me.'***

PETER DONOVAN

Daily Times Chronicle

Thursday, August 22, 2002

EPA allows only one per site

WNA seeking \$50k technical assistance grant

By GORDON VINCENT

WOBURN - Continuing to broaden its scope, the Woburn Neighborhood Association (WNA) has applied for a \$50,000 "technical assistance" grant for the newly-combined Superfund site in East Woburn.

There will be legal announcements in today's edition of the *Daily Times Chronicle* and other publications from the Environmental Protection Agency (EPA), which is issuing the technical assistance grant.

Since only one "citizens' grant" is awarded per Superfund site, all other groups "must consolidate with WNA and file a joint application," or file a competing application by Sept. 21.

The WNA was formed last fall by a group of North Woburn residents who were concerned about the on-going landfill operation off Breed Avenue.

The city was under a consent decree to cap the former dump, and the initial intent was to turn the land into green space and possibly a golf driving range. By accepting fill from outside sources, former Mayor Robert Dever was able to cover the estimated \$5 million cost of capping the land and turned a profit for the city.

However, some North Woburn residents became alarmed when the landfill continued to rise and formed the WNA. Former Planning Director John Cashell latched onto the issue of what was being deposited in the landfill last fall, which led to a falling out with Dever and eventually his resignation. Cashell lost the mayoral election to John Curran last November.

Since then, the EPA reclassified Woburn's two federal Superfund sites - the former Industri-Plex region off Route 93 and the Wells G&H area near the Aberjona River - into one for the purposes of study.

WNA Chairman Michael Raymond said the issues at the landfill, the Superfund area and other sites in the region are all tied together, leading the WNA to expand its focus beyond North Woburn.

"We've worked with WREN (Woburn Residents Environmental Network) and CCN (Concerned Citizens Network) out of Wilmington and some other community groups that have interests like we do," said Raymond.

Most recently, the WNA and the CCN have joined together to form the Woburn/Wilmington Collaborative fighting together

against "Environmental Injustice."

The impetus for the union was the potential development of the former Old Chemical Site on the Wilmington/Woburn Line, but other topics of interest include the North Woburn Landfill, the Aberjona River, G&H Wells and the Maple Meadows Landfill.

The group is scheduled to meet on Aug. 26 at Wilmington Town Hall.

"There are 14 different wells at the landfill, and 13 of them empty in Halls Brook," said Raymond. "The EPA has found arsenic at the bottom of the (Mystic) Lakes, so everyone from Reading to Medford has an interest in what we're doing."

The EPA grant is one of a handful the WNA has applied for, according to Raymond. If the WNA is awarded the grant, the money will be used to hire a consultant who will "translate" (the EPA report on the Aberjona/Wells G&H Superfund site "into English."

"These reports are worded very technically," said Raymond. "We want someone who can tell us 'This is what this means to Woburn; this is what this means to Winchester.' It's a very expensive process and we don't want any gray areas. We want black-and-white."

The WNA, Raymond said, has addressed all of its processes very carefully, basing its approach on facts rather than innuendo.

"We've tried to build some credibility," said Raymond. "The worst thing you can do is spread misinformation. If we receive the grant and hire someone, we

want to make sure that person is independent of any interests."

In spite of its expansion, the WNA maintains one of its original goals, to have core-testing done at the North Woburn landfill, to determine once and for all whether there are any harmful materials there.

"We've been stonewalled in the courts, since it wasn't determined core-testing would be beneficial, mostly because it's never been done before," said Raymond. "But pro-active core-testing is really our only alternative."



Woburn Redevelopment Authority
371 Main Street, P.O. Box 72
Woburn, Massachusetts 01801
(781) 935-3010

John F. Marlowe, Chairman
John Connolly
Richard Easter
Richard O'Rourke
Donald Queenin

Donald J. Borchelt, Executive Director

DRAFT

September ____, 2002

Ms. Lydia B. Duff, Senior Environmental Counsel
W.R. Grace & Company
7500 Grace & Co.
Columbia, Maryland 21044

Re: Wells G&H Superfund Redevelopment Initiative

Dear Ms. Duff:

It has now been a year since the W.R. Grace Company and the Woburn Redevelopment Authority entered into an agreement, whereby the company agreed to join the other participating PRPs in supporting the Wells G&H Superfund Redevelopment Initiative Project. Under the SRI, the WRA is tasked with preparing a Comprehensive Land Use Plan for the entire Wells G&H Superfund Area. In September, the WRA contracted with the firm of Environmental Science Services of Wellesley, Massachusetts, to assist with some of the technical tasks needed for the completion of the Plan. In November, 2001, the Mayor appointed a nine member Advisory Committee, representing the various critical stakeholders in the Superfund Area. Three members would represent public boards, the WRA, the Planning Board, and the Conservation Commission. Three members are Woburn residents, three members represent area property owners, including one selected by the participating PRPs, and three represent public boards, including the Planning Board, the Conservation Commission, and the Redevelopment Authority. Over the ten months of deliberations, the PRPs have been very ably represented by Jeffrey Lawson of Project Control Companies.

The W.R. Grace property located at 369 Washington Street is considered by the entire

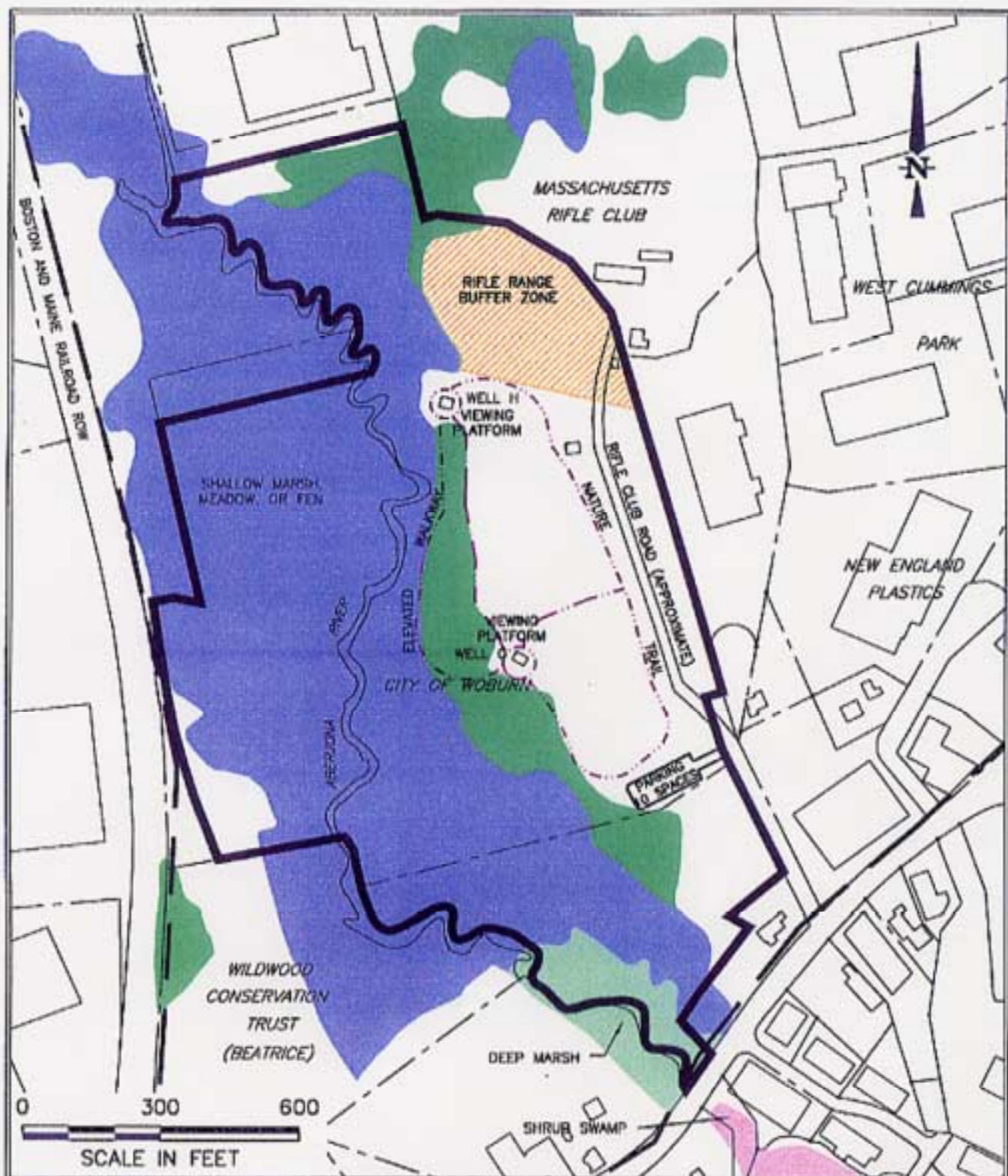
Advisory Committee to be one of the most critical sites in the Wells G&H area. I am sure that you can understand that to have such a highly visible commercial property in such a desirable location lie vacant and unutilized only serves to present a negative image for the company, the neighborhood, and the City as a whole. After carefully researching the impacts of various types of land uses, the Advisory Committee has concluded that the reuse of the property as a hotel or office development would be the best outcome for both the community and the company. Such uses could likely be accomplished while maintaining the ongoing mitigation effort, and represent the best return possible within an acceptable level of traffic and other impacts.

The Woburn Redevelopment Authority would like to offer a partnership with the W.R. Grace Company, to work together to stimulate the successful redevelopment of the Washington Street site. Working in concert, the WRA would undertake an extensive effort to marshal public resources to help underwrite the redevelopment of the site, and assist in the recruitment of a private developer to undertake the effort. Working together, we can accomplish a successful outcome for this critical parcel, and outcome which neither party can accomplish working alone.

In the coming weeks, the WRA will be completing the first draft of the Comprehensive Land Use Plan, which will detail the investigations and deliberations which informed the Advisory Committee's land use recommendations. When that draft is complete, I will forward a copy to you for your review and comment. In the meantime, if you have any questions or comments, please feel free to contact me at 781-272-1070, or Donald J. Borchelt, WRA Executive Director, at 781-935-3010. I am looking forward to discussing our effort with you, and working with you to move forward this important project.

Sincerely,

John F. Marlowe
Chairman



**CONCEPTUAL PLAN
THE WELLS G & H SUPERFUND SITE**

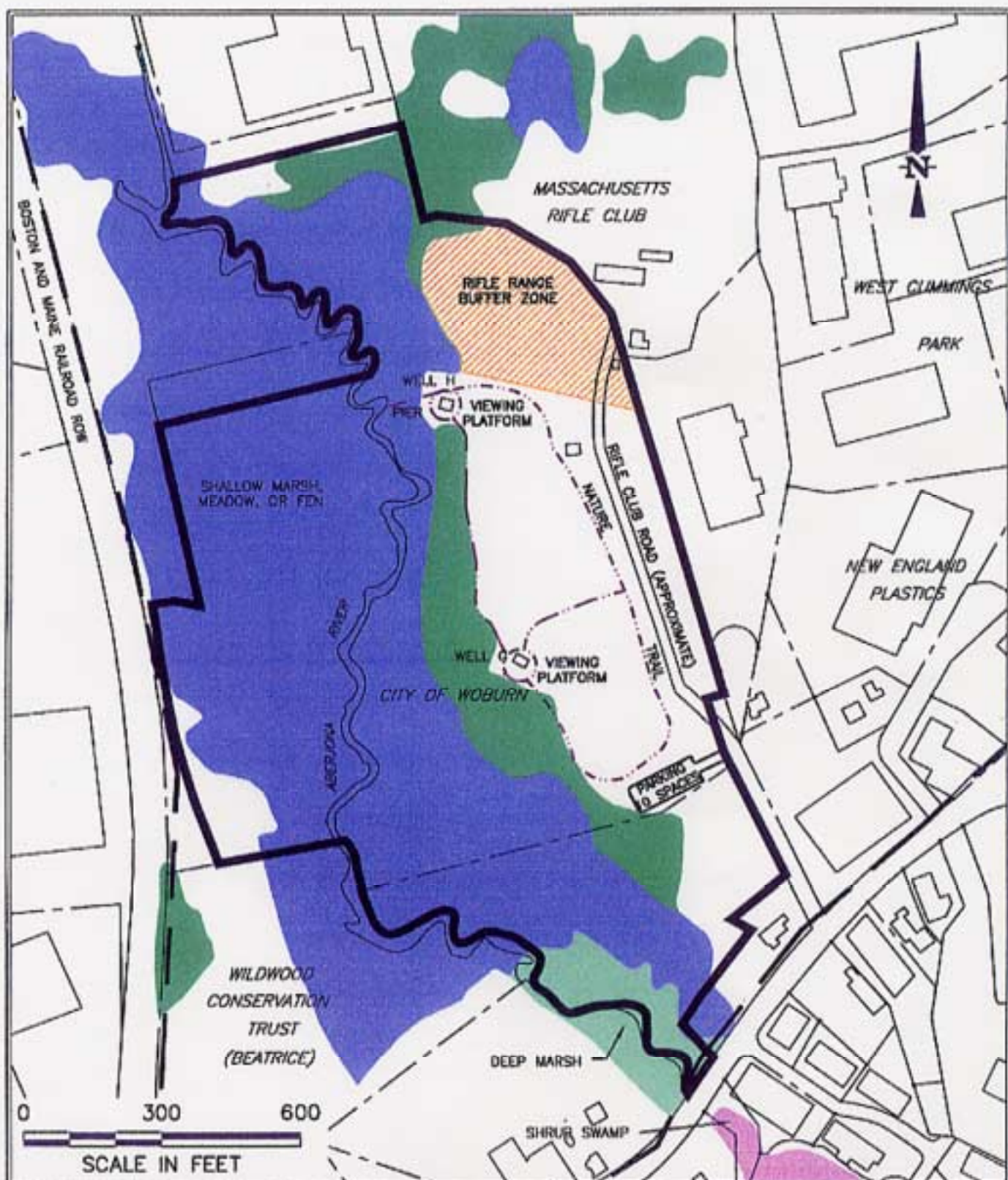
TRAIL = 2300 FEET
= 0.44 MILES
= 770 YARDS

FIGURE NO.

1

PROJECT NO.
W193-000

THE WOBURN REDEVELOPMENT AUTHORITY



TRAIL ≈ 2100 FEET
 ≈ 0.40 MILES
 ≈ 700 YARDS

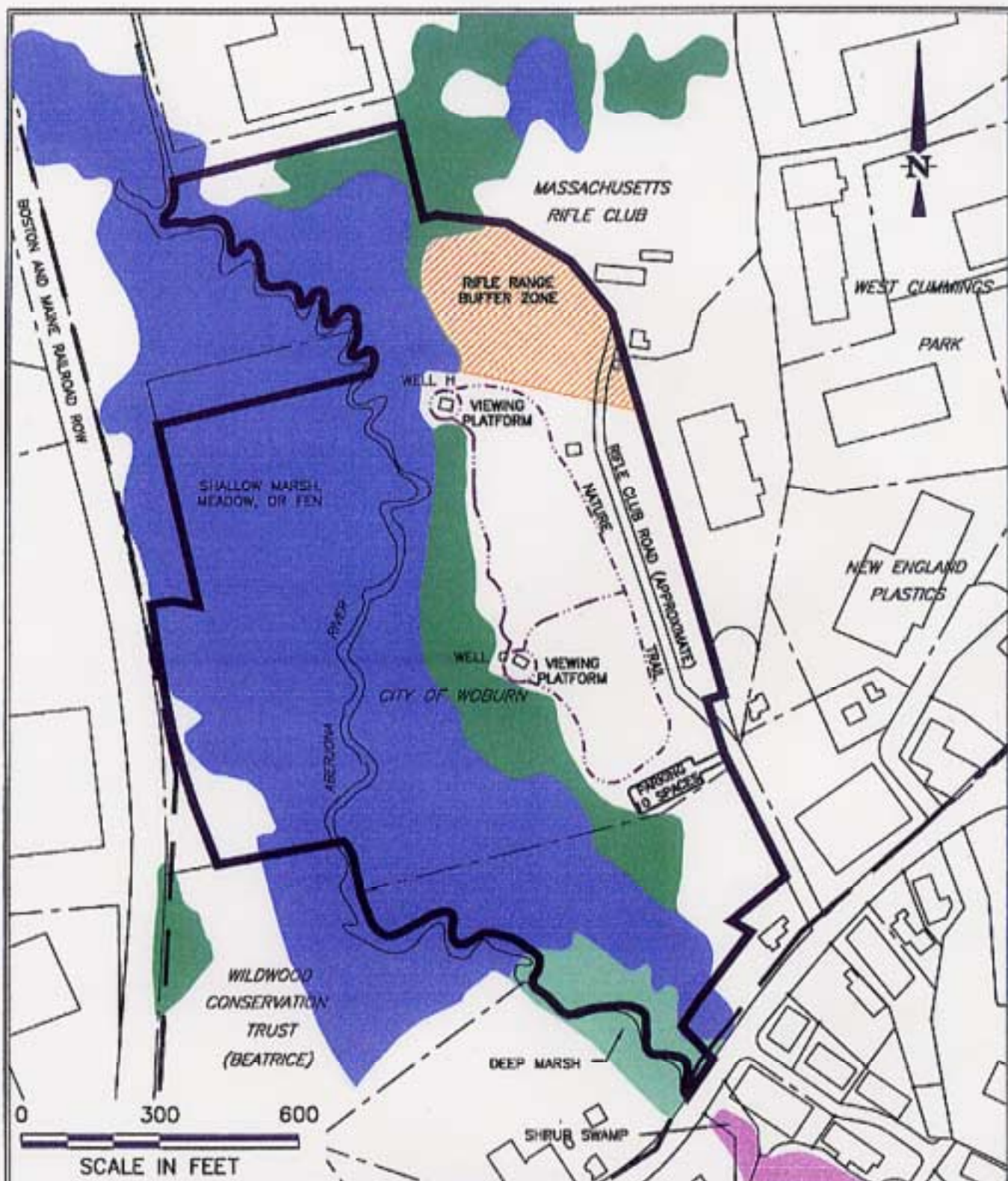
CONCEPTUAL PLAN THE WELLS G & H SUPERFUND SITE

FIGURE NO.

2

PROJECT NO.
 W193-000

THE WOBURN REDEVELOPMENT AUTHORITY



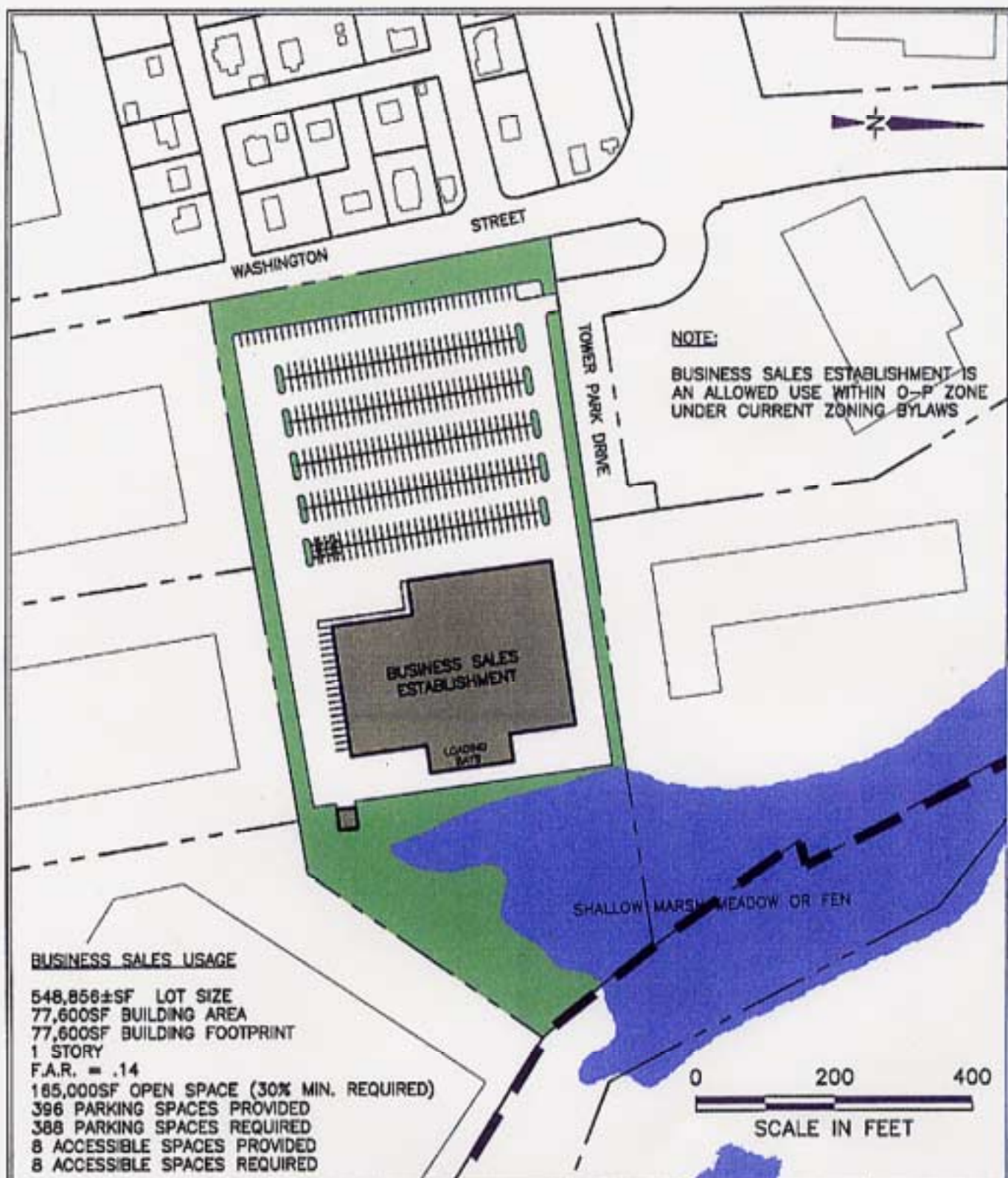
TRAIL ≈ 2000 FEET
 ≈ 0.38 MILES
 ≈ 670 YARDS

CONCEPTUAL PLAN THE WELLS G & H SUPERFUND SITE

FIGURE NO.
 3

PROJECT NO.
 W193-000

THE WOBURN REDEVELOPMENT AUTHORITY



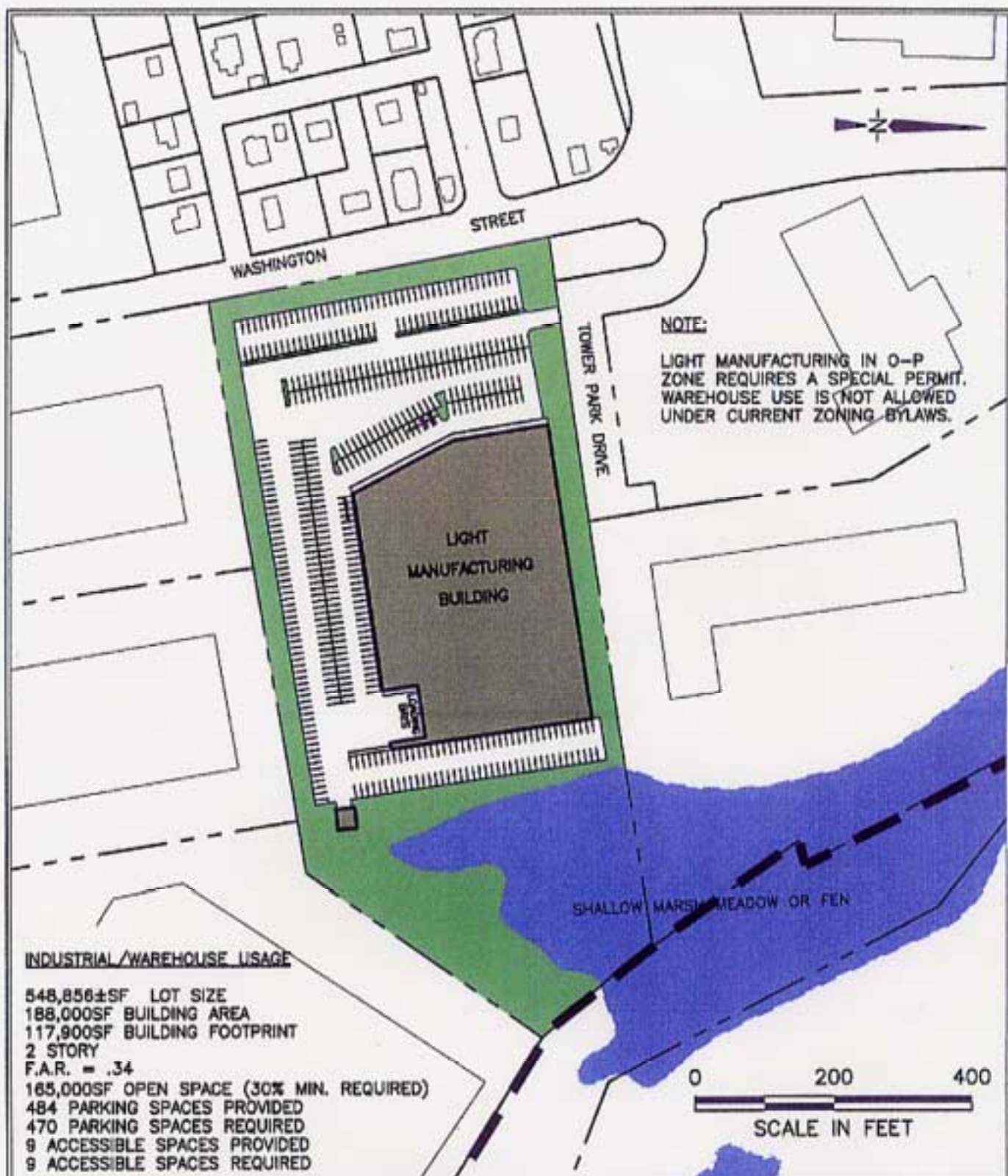
**CONCEPTUAL PLAN
W. R. GRACE CO. SITE
BUSINESS SALES**

THE WOBURN REDEVELOPMENT AUTHORITY

FIGURE NO.

5

PROJECT NO.
W193-000



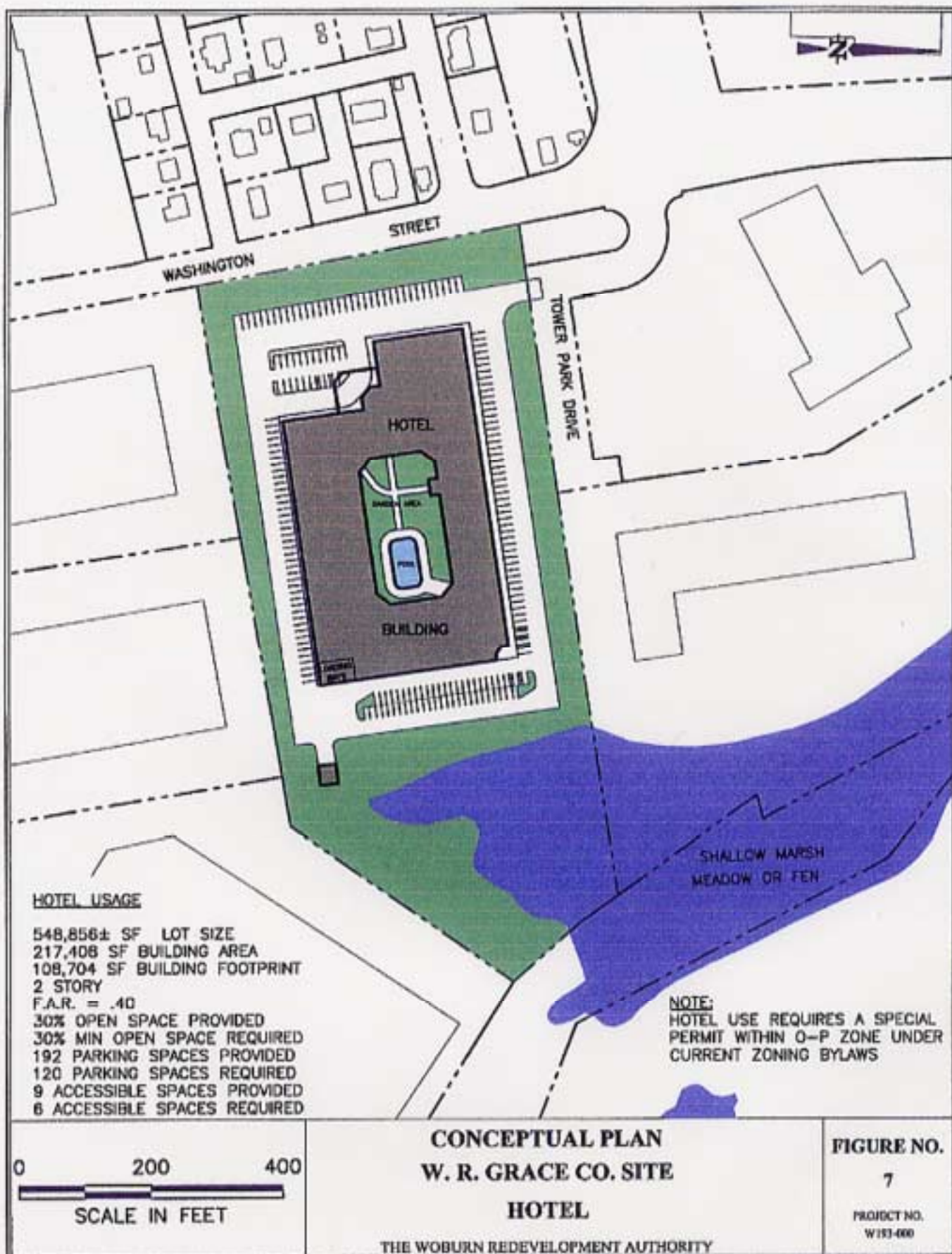
**CONCEPTUAL PLAN
 W. R. GRACE CO. SITE
 LIGHT MANUFACTURING**

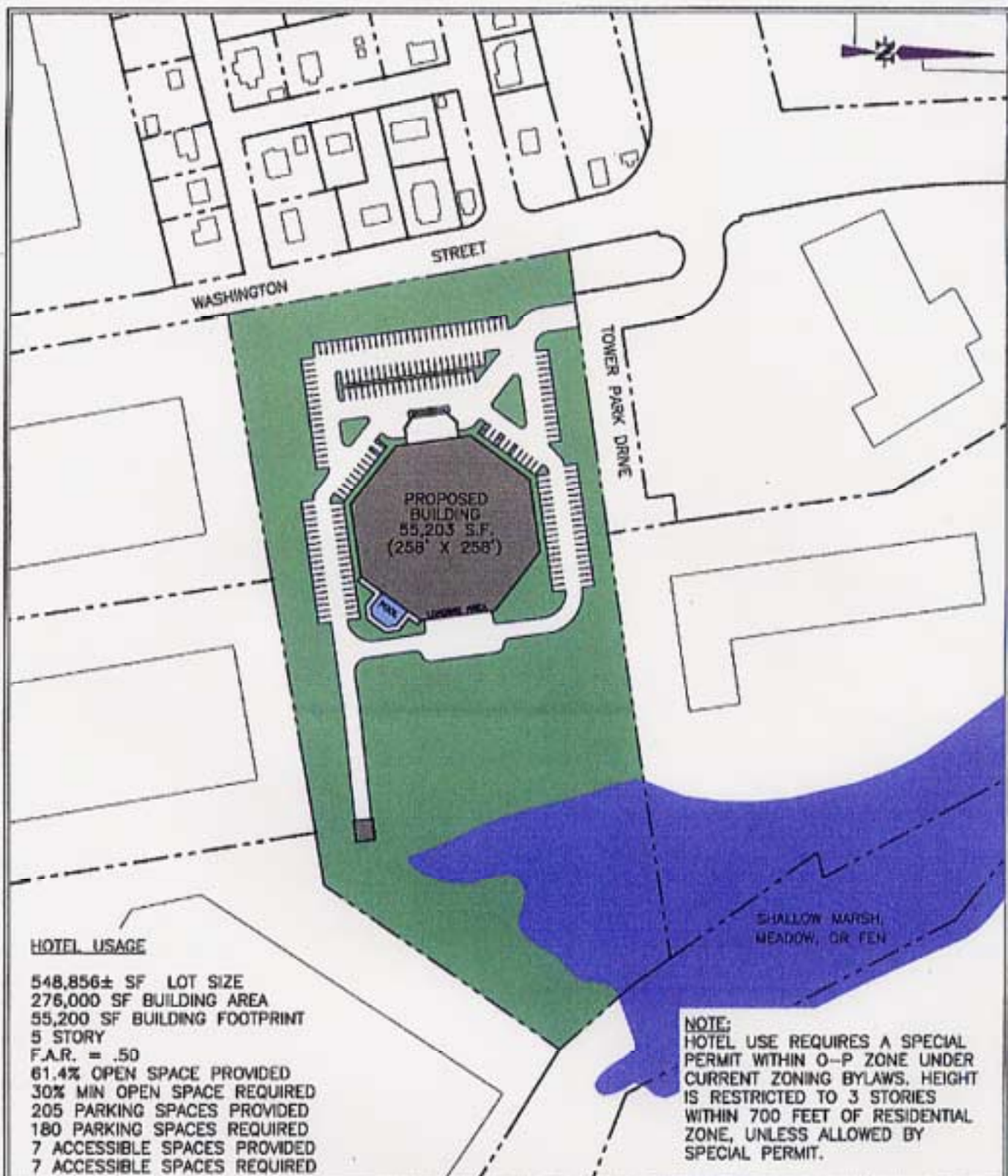
THE WOBURN REDEVELOPMENT AUTHORITY

FIGURE NO.

6

PROJECT NO.
 W193-300





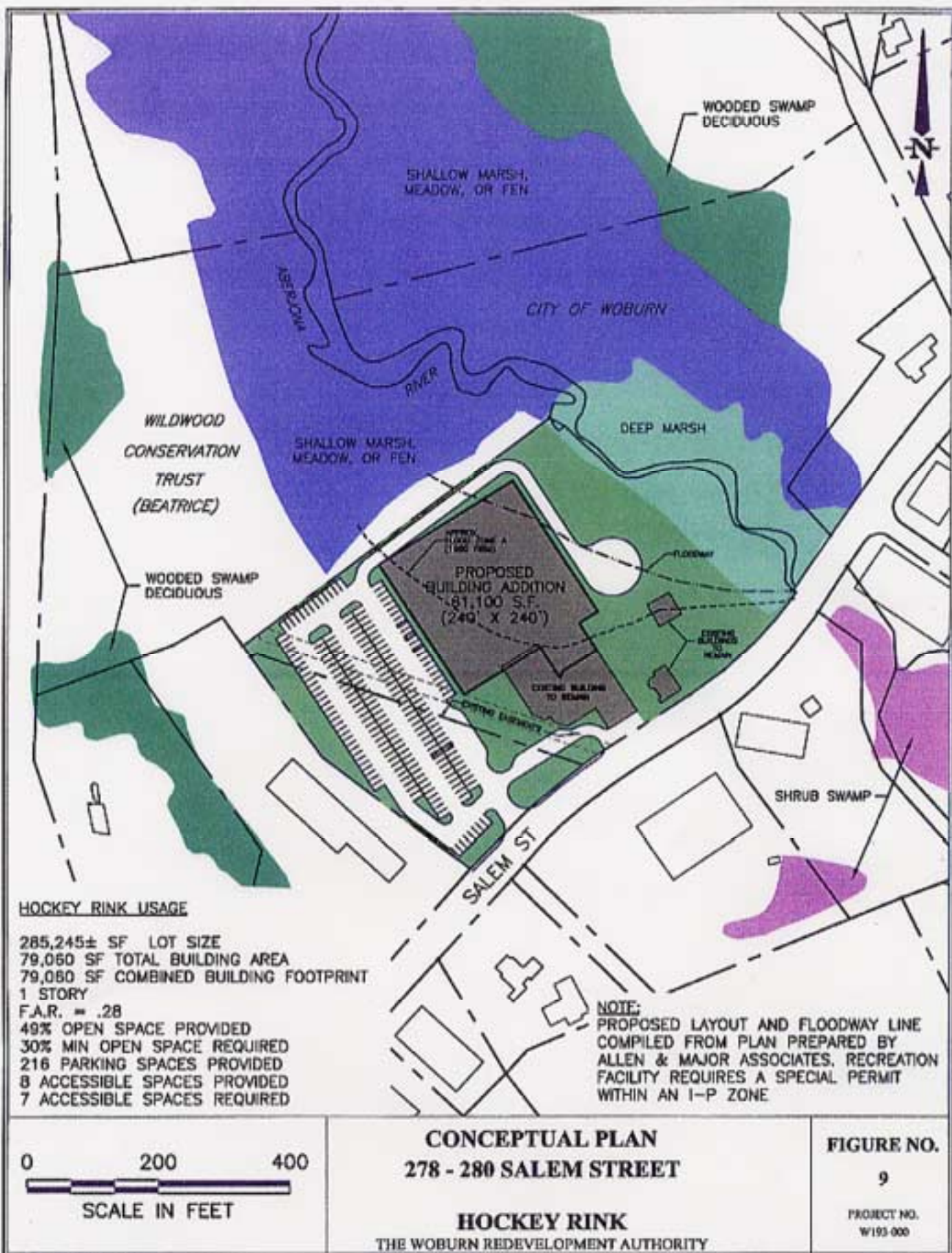
**CONCEPTUAL PLAN
 W. R. GRACE CO. SITE
 HOTEL**

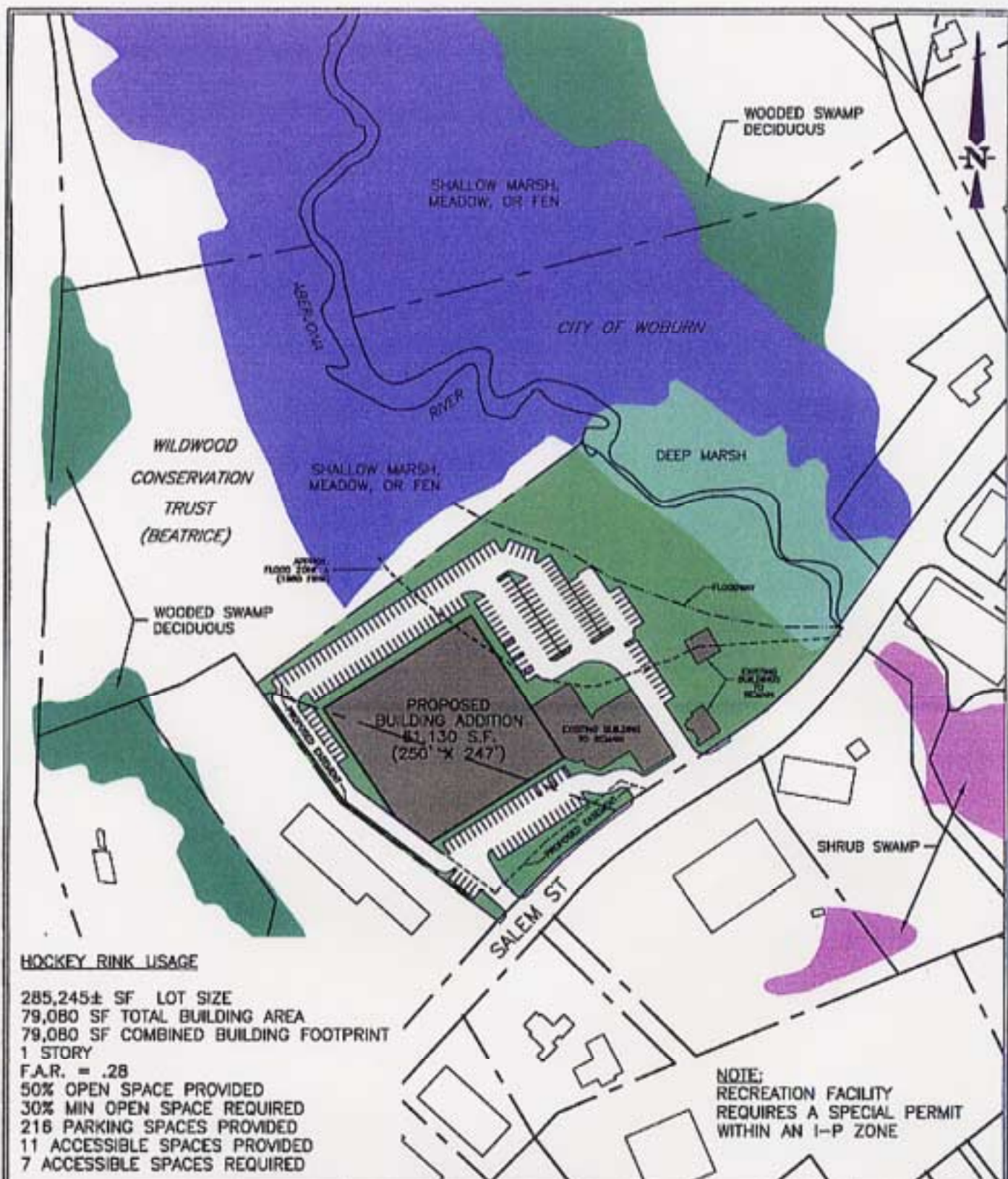
FIGURE NO.

8

PROJECT NO.
 W193-000

THE WOBURN REDEVELOPMENT AUTHORITY

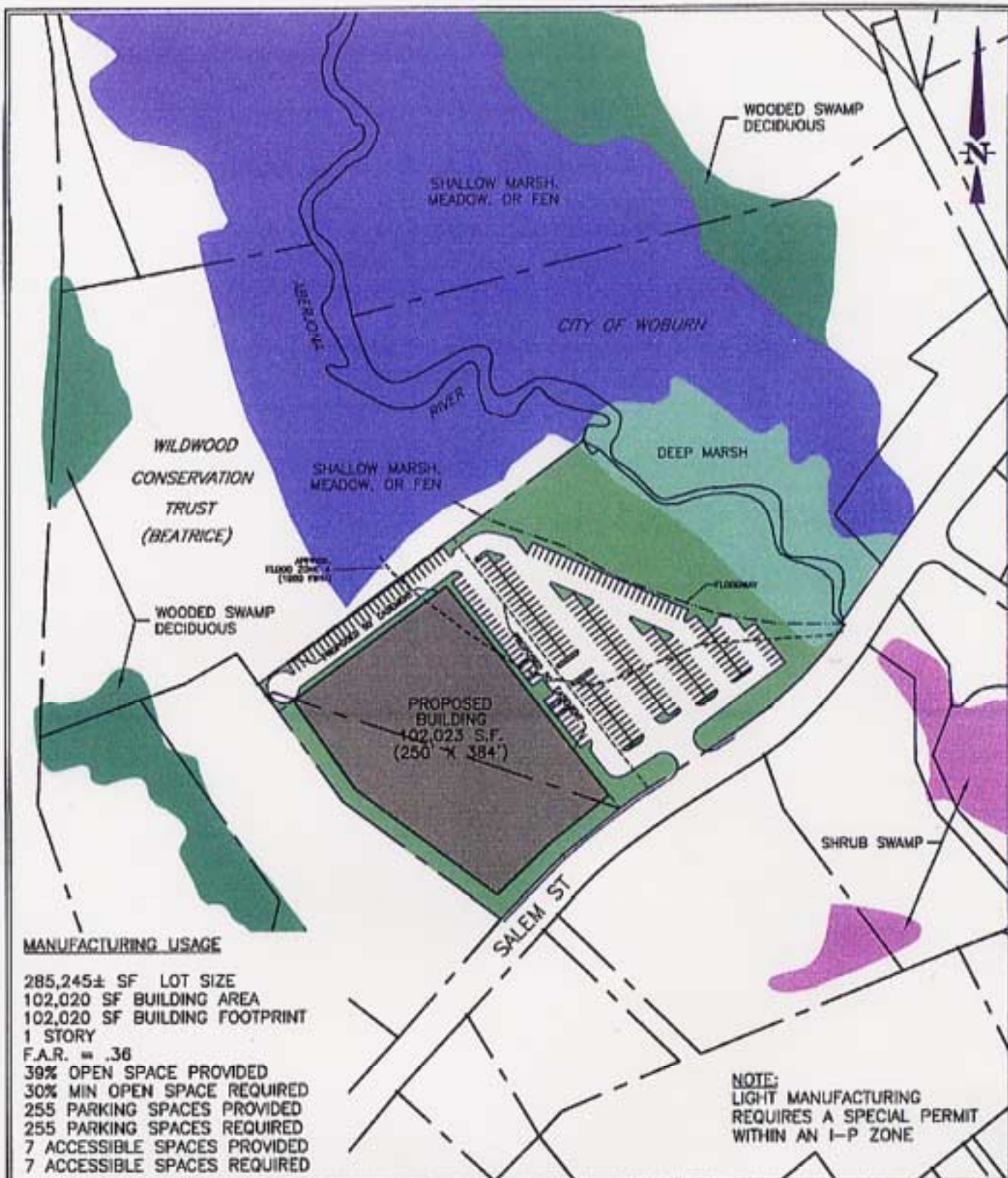




0 200 400
 SCALE IN FEET

CONCEPTUAL PLAN
278 - 280 SALEM STREET
HOCKEY RINK WITH
RELOCATED SEWER EASEMENT
 THE WOBURN REDEVELOPMENT AUTHORITY

FIGURE NO.
10
 PROJECT NO.
 W193-009

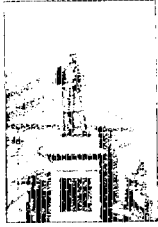


CONCEPTUAL PLAN
278 - 280 SALEM STREET
LIGHT MANUFACTURING WITH
RELOCATED SEWER EASEMENT
 THE WOBURN REDEVELOPMENT AUTHORITY

FIGURE NO.

11

PROJECT NO.
W193-000



Woburn Redevelopment Authority
371 Main Street, P.O. Box 72
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(781) 935-3010

John F. Marlowe, Chairman
John Connolly
Richard Easler
Richard O'Rourke
Donald Queenin

Donald J. Borchelt, Executive Director

OIL AND HAZARDOUS WASTE RELEASE SITES Woburn, Massachusetts Summary

I. Introduction: As the Wells G&H Superfund Redevelopment Initiative Project moves towards the completion of the final work tasks, and the preparation of the Comprehensive Land Use Plan, it would be useful to place the Wells G&H National Priority List site(s) into the broader context of the overall list of contaminated sites within the City of Woburn. For this simple summary, the Massachusetts Department of Environmental Protection's Waste Site Clean-up master database was utilized; this is available as a download from the agency's web-site. Overall, there are 259 listed release sites in the City of Woburn; representing approximately one percent of the 26,657 sites listed throughout the Commonwealth of Massachusetts. Table 1(a) below compares the number of sites in Woburn with the immediately abutting cities and towns, and with the Commonwealth as a whole. For comparison purposes, the table also includes the number of sites per 1,000 population, and the number of sites per square mile of land area. This attempts to answer the question- is Woburn inaccurately stigmatized by the notoriety related to the history of the Wells G&H Superfund site?

Perhaps because Woburn has a longer and greater history of industrialization than any of its immediate neighbors, Woburn does clearly have the greatest density of release sites based upon land area, with over 20 sites per square mile. Burlington, Stoneham, and Winchester compete

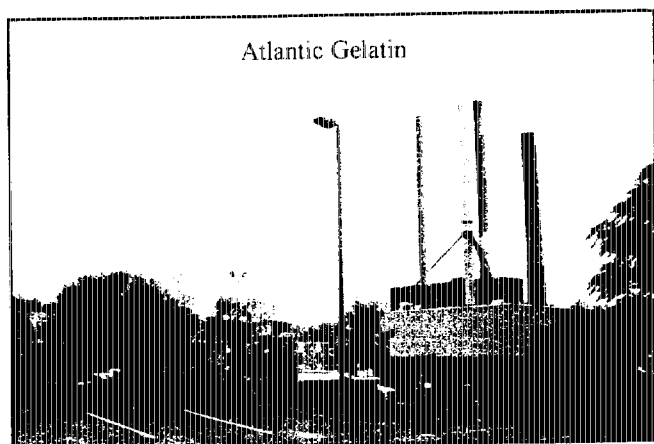
Table 1(a): DEP Solid Waste Clean-Up Release Site List, Woburn and Surrounding Communities					
Community	Population	Land Area	Releases	Release/1000	Releases/sq.mi.
Burlington	22,876	11.81	146	6.38	12.3624
Lexington	30,355	16.4	116	3.82	7.0732
Reading	23,708	9.93	87	3.67	8.7613
Stoneham	22,219	6.14	79	3.56	12.8664
Wilmington	21,363	17.14	145	6.79	8.4597
Winchester	20,810	6.04	81	3.89	13.4106
Woburn	37,258	12.68	259	6.95	20.4259
Massachusetts	6,349,097	7,840.02	26,657	4.2	3.4001

Table 1(b): DEP Solid Waste Clean-Up Release Site List, Woburn and Selected Cities					
Community	Population	Land Area	Releases	Release/1000	Releases/sq.mi.
Malden	56,340	5.09	176	3.12	34.5776
Medford	55,756	8.14	181	3.25	22.2359
Peabody	48,129	16.4	236	4.9	14.3902
Waltham	59,226	12.7	327	5.52	25.748
Woburn	37,258	12.68	259	6.95	20.4259

for a distant second, with around 13 sites per square mile. In terms of population, Woburn is also first, with just under 7 sites per 1,000 persons, although by this measure, both Burlington and Wilmington are in a close second position. All three are substantially ahead of the other neighboring communities, and the average of 4.2 sites per 1,000 for the Commonwealth as a whole.

The fact that Woburn has a greater concentration of release sites than its immediate neighbors is not astonishing, given that Woburn has had a longer history of industrialization, in particular the large number of tanning and related industries which thrived from the mid- 19th through mid- 20th centuries. To place the result in a more relevant context, it is also useful to compare Woburn with a number of the other older cities in the Boston urban ring. Table 1(b) below compares Woburn with the cities of Malden, Medford, Peabody and Waltham. Here Woburn is in more typical company. Three of the four cities have a greater concentration of sites by land area, Malden being the greatest, with 34.6 sites per square mile. However, Woburn still has the highest number of sites based upon population, with Waltham a distant second at 5.5 sites per 1,000 persons.

B. Type of Contamination: Of the 259 Woburn releases listed in the DEP master database, approximately 170 of those could be identified with a particular parcel location. The remaining releases were within public rights-of-way, or had no identifiable location within the database. (Further DEP file research would identify those specific sites, but this was well beyond the time constraints of this effort.) Table 2 below breaks down those 170 releases based upon whether the known contaminant is oil, a hazardous material as defined by the Massachusetts Contingency Plan, or both. The data is broken out based upon the number of releases within each



category. The database does not list a contaminant for approximately one quarter of the releases. (Again, further file research would provide more information.) Petroleum related releases account for just under half of all incidents. Sites which contain MCP-defined hazardous contaminants, or both oil and hazardous, account for approximately one quarter. The map on the following page locates those 170 identifiable release sites; not surprisingly, few sites are found in the West Side. The most

Table 2: DEP Releases by Type of Contaminant				
Contaminant	Area (sf)	Percent	Count	Percent
Oil	14,917,084	47.19%	77	45.29%
Hazardous	7,721,260	24.42%	29	17.06%
Both Oil and Hazardous	2,217,561	7.01%	14	8.24%
Unknown Contaminant	6,757,653	21.38%	50	29.41%
Total Release Sites	31,613,558	100.00%	170	100.00%

notable exception is Winning Farm, along Lexington Street, which has both oil and hazardous contaminants. The remaining sites are widely distributed around North Woburn, East Woburn, the South End, and Woburn Square, where the large number of auto-related uses, both current and former, account for the tight concentration in that area. Note that a number of parcels have experienced multiple releases, such as the Atlantic Gelatin, the Boston Edison substation on Pond Street, Dole & Bailey Co. in the South End, and several locations in the Industriplex Area. Also, the area given is the total parcel area, not the area effected by contamination.

C. *Releases by Land Use:* It was possible to determine the existing land use for 168 of the 170 releases which could be associated with a specific parcel. Land use data was obtained from the City of Woburn's Assessors database, updated in certain location through additional research. Table 3 below breaks out the releases by general land use categories. It is not surprising that 40 percent of the releases are within sites which are currently in Industrial use (not including warehouse and distribution). Another 15 percent are within Auto-Related sites, also not unexpected. More surprising is the fact that nearly 17 percent of the sites are in Residential use, although this may be in part because a number of former industrial or auto related sites were subsequently converted to residential use after remediation. The remaining releases, approximately 30 percent of the total, are distributed among the various other uses.

Table 3: DEP Release Sites by Land Use				
Land Use	Area (sf)	Percent	Count	Percent
Residential	657,543	2.11%	28	16.67%
Mixed Commercial/Residential	121,061	0.39%	3	1.79%
Hotel	0	0.00%	0	0.00%
Warehouse & Distribution	1,875,694	6.01%	9	5.36%
Industrial	18,441,335	59.07%	68	40.48%
Retail/Mixed Business	2,600,215	8.33%	6	3.57%
Office	1,998,101	6.40%	11	6.55%
Recreation	133,729	0.43%	2	1.19%
Agricultural/Vacant Land	2,134,403	6.84%	8	4.76%
Transportation/Public Utility	484,004	1.55%	2	1.19%
Public/Exempt	1,435,838	4.60%	5	2.98%
Auto Related	1,339,595	4.29%	26	15.48%
Total	31,221,518	100.00%	168	100.00%

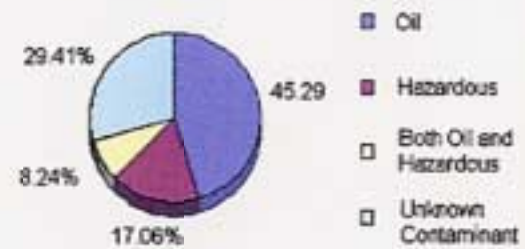
D. Further Research: If time permits, additional analysis of the data, backed by selective file research, will provide additional detailed information regarding the nature and scale of the Woburn so-called brownfields. Once the data is corrected for multiple releases, it will be possible to measure the percentage of the land area in the municipality which is directly effected, and provide an accurate measure of the distribution by neighborhood. It will also be useful to evaluate the severity and regulatory status of each release, according to DEP/MCP Tier and ROA classifications. This data is also substantially incomplete in the master database, and will require further research.

WASTE SITE CLEAN-UP Site List

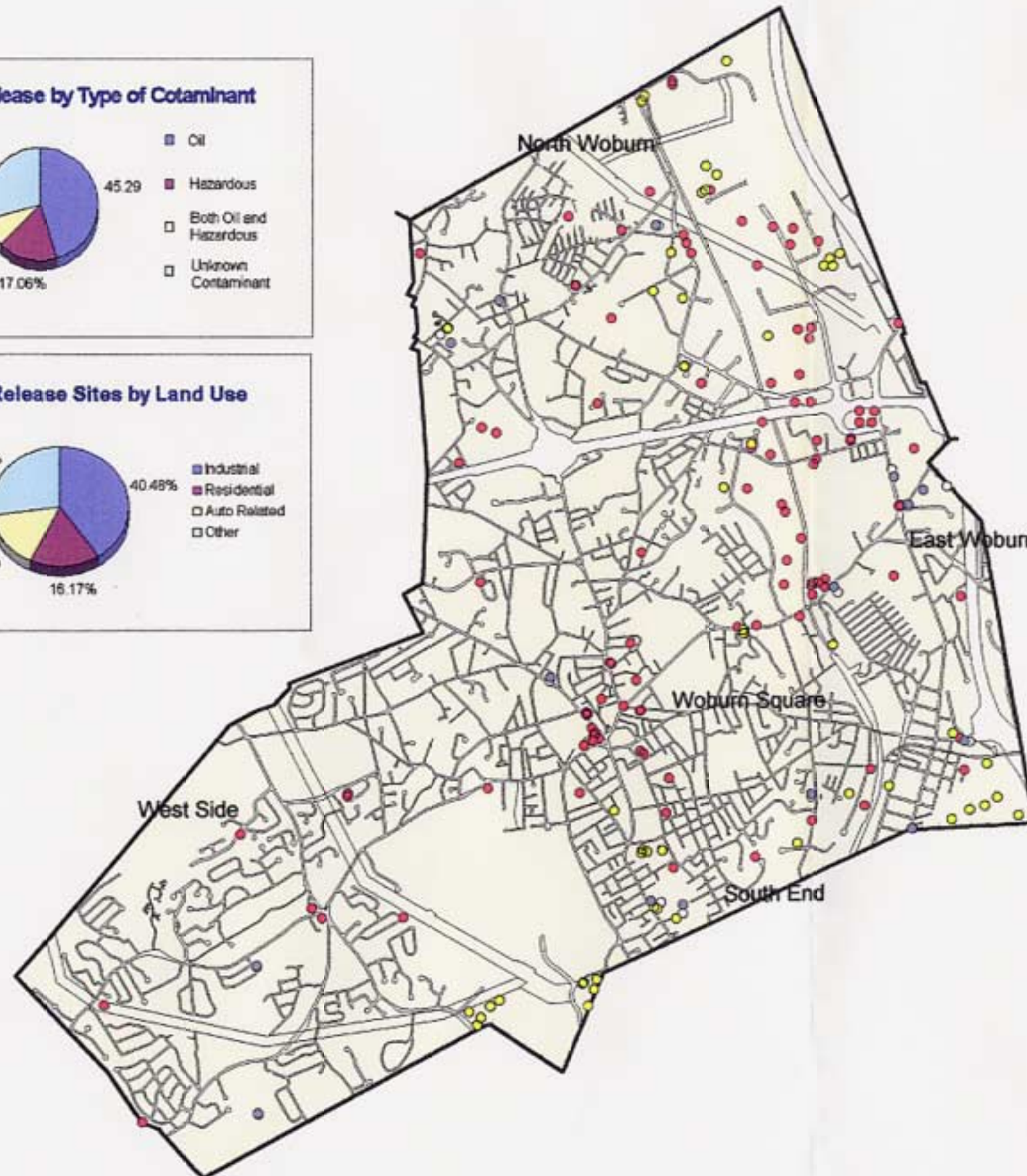
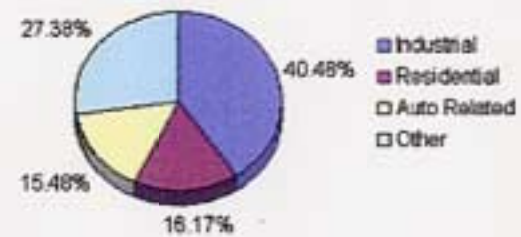
Type of Release

- Oil and Hazardous Material
● 1 Dot = 1
- Hazardous Material
● 1 Dot = 1
- Oil
● 1 Dot = 1
- Unknown
○ 1 Dot = 1

Release by Type of Contaminant



Release Sites by Land Use



MASSACHUSETTS DEP WASTE SITE CLEAN-UP RELEASE LIST: SEPTEMBER, 2002							
RTN	SITE NAME	ADDRESS	NOTIFICATION	CURRENT STATUS	PHASE	RAO	TYPE
3-0015197	@ MONTVALE AVE	WOOD AVE	10/28/96	RAO		A1	Oil
3-0003953	@ NO MAPLE ST	MERRIMAC ST	6/12/97	RAO		A2	Oil
3-0001146	7-11 CONVENIENCE STORE 11506	173 CAMBRIDGE RD	7/15/92	RAO	PHASE III	A2	Oil
3-0001867	ABERJONA AUTO PARTS	278 SALEM ST	1/15/87	ADEQUATE REG			
3-0004787	ACE DISPOSAL SERV FMR	22 NORTH MAPLE ST	1/15/89	RAO		A2	Oil
3-0004787	ADMIRAL METALS CO INC	11 FORBES RD	10/1/93	RAO	PHASE II	A2	
3-0000171	AMERICAN SHOE MACHINERY	30 NASHUA ST	1/15/90	TIER 2	PHASE II		
3-0003218	AMES	2 ELM ST	7/15/90	RAO	PHASE II	B1	Oil
3-0011780	AT CEDAR	325 WASHINGTON ST	10/27/94	RAO		A1	Oil
3-0019176	AT INTERSECTION OF RTE 128	RTE 93 NORTH	1/19/00	RAO		A1	Oil
3-0012942	AT MAIN ST	3 GREEN ST	9/18/95	DEF TIER 1B			Oil
3-0013743	AT MONTVALE AVE	RTE 93 NORTH	5/9/96	RAO		A1	
3-0014120	AT PARKVIEW ROAD	163 SALEM ST	8/15/96	RAO		A2	Oil
3-0011750	AT UNIVERSITY ST	MIDDLE ST	10/19/94	RAO		A1	Oil
3-0001737	ATLANTIC GELATIN	HILL ST	1/15/87	RAO	PHASE V	C	Oil
3-0010603	ATLANTIC GELATIN	HILL ST	2/21/94	RAO		A1	Oil
3-0011337	ATLANTIC GELATIN	HILL ST	7/21/94	RAO		A1	Hazardous Material
3-0021280	AUTOZONE	16 NORMAC RD	11/29/01	RAO		A1	Oil
3-0010660	BEHIND CHRISTYS	13 HOVEY ST	3/10/94	RAO		A2	Oil
3-0015665	BELL ATLANTIC	475 WILDWOOD AVE	10/29/97	RAO	PHASE II	A2	Oil
3-0016630	BELL ATLANTIC LEASED GARAGE	475 WILDWOOD AVE	3/30/98	RTN CLOSED			Oil
3-0001572	BEST PETROLEUM STATION 2	477 MAIN ST RTE 38	4/4/88	RAO		A2	Oil
3-0021448	BETWEEN MAIN AND JOHN STREETS	CONNECTICUT ST	1/31/02	RAO		A1	Oil
3-0000473	BLOX BRUSSARD	100 ASHBURTON AVE	1/15/87	DEF TIER 1B			Oil
3-0000645	BLUEBERRY HILL QUARRY FMR	7 MICRO DR	1/15/90	DEPNFA			
3-0015393	BOSTON EDISON	225 MERRIMAC ST	8/6/97	RAO		A1	Oil
3-0004693	BOSTON EDISON CO	285 LOCUST ST	10/1/93	RAO	PHASE IV	A2	
3-0019646	BOSTON EDISON STATION 211	240 POND ST	6/19/00	RAO		A2	Oil
3-0002819	BOSTON EDISON SUBSTATION	COVE ST POND ST STATION 211	1/15/92	RAO	PHASE II	A3	
3-0014003	BUILDING COMPLEX	2 DRAPER ST	7/18/96	RAO		A2	Oil
3-0018820	BURKES GARAGE	71 MAIN ST	10/1/99	TIER 1C			Oil
3-0021232	CAMBRIDGE RD	RUSSELL ST	11/2/01	RAO		A1	Oil
3-0011600	CHARETTES	31 OLYMPIA AVE	9/16/94	RTN CLOSED			Oil
3-0003377	CHARRETTE	31 OLYMPIA AVE	1/15/91	TIER 2			
3-0002371	CHOATE HOSPITAL	21 WARREN AVE	11/28/88	DEPNDS			Oil
3-0000121	CHOMERICS	8 COMMONWEALTH AVE	10/15/90	RAO			
3-0019894	CHOMERICS PARKING LOT	8 COMMONWEALTH AVE	8/31/00	RAO		A1	
3-0001512	CITGO STATION	505 MAIN ST	10/15/88	PENNFA			
3-0015535	CNR FEDERAL & PLEASANT	19 PLEASANT ST	9/12/97	RAO		A2	Oil
3-0004336	COMMERCIAL INDUSTRIAL PROPERTY	268 MISHAWUM RD	7/15/93	RAO	PHASE II	A1	Oil
3-0001881	COMMERCIAL PROPERTY	4 FEDERAL ST	1/15/89	DEPNFA			
3-0002680	COMMERCIAL PROPERTY	544 MAIN ST	1/15/90	RTN CLOSED			
3-0004788	COMMERCIAL PROPERTY	5 SYLVAN RD	10/1/93	LSPNFA			Oil
3-0019128	CONTINENTAL METAL PRODUCTS	35 OLYMPIA AVE	1/1/00	RAO		A1	Oil
3-0003996	COUNTRY CLUB GARDENS APARTMENT	57 MILL ST	7/15/93	RAO	PHASE II	A2	Oil
3-0002642	DESTAFANO STUDIOS	34 COMMERCE WAY	1/15/90	DPS			
3-0019740	DIAMOND TRUCKING	48 6TH RD	7/19/00	RAO		A1	Oil

3-0004105	DIGITAL EQUIPMENT CORP	36 CABOT RD	10/15/92	RAO			Oil
3-0015256	DOLE & BAILEY NEAR JOHN ST	16 CONN ST	6/28/97	RAO		A1	Hazardous Material
3-0002404	DOLE & BAILEY CO	16 CONN ST	1/15/90	RAO		A3	Oil
3-0001063	DOWD ENTERPRISES	205 WILDWOOD AVE	1/15/90	RAO		B2	Oil
3-0012114	DS SERVICE CENTER	482 WASHINGTON ST	1/24/95	DEF TIER 1B			Oil
3-0000474	DUNDEE PARK SOUTHERN PORTION	NEW BOSTON ST	1/15/87	ADEQUATE REG			Oil
3-0002456	E V YEUELL INC	8 ADELE RD	1/15/90	DEPNDS			
3-0019795	EG BARKER LUMBER	36-40 PROSPECT ST	7/27/00	TIER 2	PHASE III		Oil
3-0017377	EXIT 36	RTE 128 SOUTH	10/5/98	RAO		A2	Oil
3-0020071	EXIT 37	RTE 128 SOUTH	10/30/00	RAO		A1	Oil
3-0020835	EXIT 37C RAMP	RTE 93 NORTH	6/24/01	RAO		A2	Oil
3-0014203	EXIT FR RTE 128	RTE 38 ROTARY	9/6/96	RAO		A2	Hazardous Material
3-0001932	EXXON FMR	300 CAMBRIDGE RD	1/15/89	RAO		A2	
3-0002099	EXXON FMR	201 CAMBRIDGE RD	4/15/89	LSPNFA			
3-0013520	EXXON STATION	322 MONTVALE AVE	3/4/96	RAO	PHASE II	A3	Oil
3-0004520	FARRELLS SERVICE CENTER	146 MAIN ST	2/3/92	RAO			
3-0014795	FLEET BANK	19 PLEASANT ST	1/31/97	RAO		B2	Hazardous Material
3-0010859	FMR CONTINENTAL BRANDS	181 NEW BOSTON ST	4/14/94	RTN CLOSED			Hazardous Material
3-0004671	FOWLE CO	235 SALEM ST	10/1/93	RAO		A1	Oil
3-0004547	FUEL TRANSF & STORAGE FACFMR	324 NEW BOSTON ST	10/1/93	RAO		A2	
3-0002194	GASOLINE STATION	117 PLEASANT ST	10/15/89	TIER 2			
3-0003311	GASOLINE STATION FMR	22 WINN ST	10/15/90	RAO	PHASE III	A2	Oil
3-0013270	GENERAL FOODS	HILL ST	12/12/95	RAO		A1	Oil
3-0001099	GENERAL FOODS ATLANTIC GELATIN	HILL ST	1/15/90	DPS	PHASE II		
3-0004000	GENERAL PLASMA	5 DRAPER ST	10/15/92	RAO		B1	Hazardous Material
3-0003664	GETTY SERVICE STATION	317 MONTVALE AVE	7/15/91	RAO			
3-0004067	GETTY SERVICE STATION	325 WASHINGTON ST	10/15/92	TIER 1C	PHASE IV		Oil
3-0000979	GETTY STATION	310 MAIN ST	1/15/90	PENNFA			
3-0000671	GLOBE TICKET CO	222 NEW BOSTON ST	10/15/88	DEPNDS			
3-0000151	GORCHEV PHOTO	11 CABOT RD	1/15/87	LSPNFA			
3-0002684	GULF TEXACO	229 LEXINGTON ST	1/15/90	RAO	PHASE II	A2	
3-0014666	HALF MILE EAST OF WOBURN ST	LOT 8 PRESIDENTIAL WAY	12/24/96	TIER 2	PHASE II		Hazardous Material
3-0000854	HILLTOP CONSTRUCTION	124 DRAGON COURT	7/31/86	DEF TIER 1B			
3-0020604	HORN POND PLAZA	358 CAMBRIDGE RD	4/19/01	RAO		A1	Oil
3-0002365	HY TROUS CO	3R GREEN ST	1/28/88	RAO		A2	
3-0001734	INDEPENDENT TALLOW CO INCFMR	39 CEDAR ST	1/15/87	DEPNDS			
3-0001731	INDUSTRI PLEX 128	COMMERCE WAY ATLANTIC AVE	1/15/87	TIER 1A			Oil
3-0000507	INDUSTRIAL BUILDING	171 MERRIMAC ST	1/15/87	DPS			
3-0011870	INDUSTRIAL PARK	WASHINGTON ST	11/18/94	RAO		A2	Oil
3-0013017	INDUSTRIAL PARK	ATLANTIC AVE/COMMERCE WAY	10/9/95	RAO		A1	Oil
3-0001966	INDUSTRIAL PROPERTY	225 WILDWOOD AVE	1/15/89	RAO	PHASE III	B2	Oil
3-0004505	INDUSTRIAL PROPERTY	64 INDUSTRIAL PKWY	7/15/93	DPS			
3-0014776	INDUSTRIAL SITE	23 ATLANTIC AVE	1/29/97	RAO		A2	
3-0012506	INDUSTRI PLEX	41 ATLANTIC AVE	5/24/95	RAO		A1	Oil
3-0014639	INDUSTRI PLEX SITE	ATLANTIC AVE	12/11/96	ADEQUATE REG			Oil
3-0014663	INTERCHANGE	RTE 93S & 128N	12/24/96	RAO		A1	Oil
3-0019334	INTERSECTION AT RYAN RD	NEW INDUSTRIAL RD	3/3/00	RAO		A1	Oil
3-0012123	INTERSECTION OF N MAPLE & NEW BOSTO	22 NORTH MAPLE	1/31/95	RAO		A2	Oil and Hazardous Material
3-0020664	INTERSECTION RTES 38 & 128	2 ELM ST	5/3/01	RAO		A2	Oil

3-0016539	INTERSECTION RTES 38/128	2 ELM ST	2/25/98	TIER 1C	PHASE IV		Hazardous Material
3-0013444	JJ RILEY/BEATRICE	228 SALEM ST	2/12/96	RAO		A1	Hazardous Material
3-0000482	JOHN J RILEY CO BEATRICE	228 SALEM ST	1/15/87	RAO		NC	
3-0015970	KRAFT FOODS INC	HILL ST	2/2/98	RAO		A1	Hazardous Material
3-0021113	LAKE AVE	LAKE AVE	9/27/01	RAO		A2	Oil
3-0004442	LANNAN CHEVROLET & OLDS	29-33 39 WINN ST	7/15/93	RAO			
3-0004824	LANNAN CHEVROLET & OLDS	40 WINN ST	10/1/93	WCSPRM			Oil
3-0012006	LECHMERE WAREHOUSE	275 WILDWOOD AVE	12/27/94	RAO		A2	Oil
3-0014063	LOT 8-69967	70 DRAGON CT	7/29/96	RAO	PHASE II	B2	Hazardous Material
3-0018868	LOT D	100 BEDFORD RD	10/15/99	RAO		A2	Oil and Hazardous Material
3-0002455	LUKIES SUNOCO SERVICE	545 MAIN ST CHURCH ST	1/15/90	TIER 2	PHASE IV		
3-0014690	MAHONEYS GREENHOUSE	100 BEDFORD ST	1/5/97	RAO		A1	Oil
3-0019427	MAIN ST AUTO	936 MAIN ST	3/31/00	DEF TIER 1B			Oil and Hazardous Material
3-0010002	MARSHALLS	83 COMMERCE WAY	10/1/93	RAO	PHASE II	A2	Oil
3-0014869	MARSHALLS-COOLING TOWER AREA	83 COMMERCE WAY	2/14/97	RAO	PHASE II	A2	Oil
3-0001735	MBTA PROPERTY	MISHAWUM RD	1/15/87	DEPNFA			
3-0000488	MICHIEZI CONSTRUCTION	11 SIXTH RD	1/15/87	DPS			
3-0000853	MOBIL SERVICE STATION 01 006	23 PLEASANT ST	3/8/87	RAO		A2	Oil
3-0004250	MOBIL SERVICE STATION 01 D2R	183 CAMBRIDGE RD	1/15/93	TIER 1C	PHASE V		Oil
3-0003961	MOTORS ELECTRONICS & CONTROL	73 OLYMPIA AVE	7/15/92	LSPNFA			Oil
3-0020410	MURPHYS WASTE OIL	252 SALEM ST	2/19/01	RAO		A2	Oil
3-0020932	MURPHYS WASTE OIL	252 SALEM ST	7/23/01	RAO		A2	Oil
3-0002198	MURPHYS WASTE OIL SERVICES	252 SALEM ST	10/15/89	ADEQUATE REG			
3-0013150	NE TRADE CTR	100 SYLVAN RD	1/9/97	RAO		A1	Hazardous Material
3-0013126	NEAR GILL ST	22 SIXTH RD	11/8/95	DPS			Hazardous Material
3-0001264	NEW ENGLAND RESINS & PIGMENT	316 NEW BOSTON ST	1/15/87	LSPNFA			
3-0010277	NO LOCATION AID	252 SALEM ST	12/7/93	RAO		A2	Oil
3-0010691	NO LOCATION AID	263 SALEM ST	1/27/94	DEF TIER 1B			Oil and Hazardous Material
3-0010578	NO LOCATION AID	64 INDUSTRIAL PARK WAY	2/14/94	RAO	PHASE II	A1	Hazardous Material
3-0010819	NO LOCATION AID	107 WINN ST	3/7/94	RAO		A2	Oil and Hazardous Material
3-0010753	NO LOCATION AID	160 NEW BOSTON ST	3/22/94	RAO	PHASE II	B1	Hazardous Material
3-0010733	NO LOCATION AID	8 COMMONWEALTH AVE	3/23/94	RAO		A1	Hazardous Material
3-0011061	NO LOCATION AID	RTE 93N FROM SOMERVILLE	3/27/94	RAO		A1	Oil
3-0011396	NO LOCATION AID	3 FOREST GLEN CIR	7/30/94	RAO		A2	Oil
3-0011501	NO LOCATION AID	16 CONN ST	8/22/94	RAO		A1	Hazardous Material
3-0010847	NO LOCATION AID	10 COMMERCE WAY	2/15/95	RAO		B2	Hazardous Material
3-0012279	NO LOCATION AID	295 SALEM ST	3/17/95	TIER 1C	PHASE II		Oil
3-0012396	NO LOCATION AID	COMMERCE AND ATLANTIC	4/17/95	RAO			Hazardous Material
3-0012666	NO LOCATION AID	324 NEW BOSTON ST	7/7/95	RAO		B1	Hazardous Material
3-0012665	NO LOCATION AID	38 ROBINSON RD	7/10/95	RAO		A1	Oil
3-0013093	NO LOCATION AID	479-481 WILDWOOD AVE	10/26/95	RAO		B1	Hazardous Material
3-0014198	NO LOCATION AID	178 SALEM ST	9/5/96	RAO		A2	Oil
3-0014266	NO LOCATION AID	295 MISHAWUM RD	9/23/96	DPS			Oil
3-0014372	NO LOCATION AID	256 SALEM ST	10/21/96	ADEQUATE REG			
3-0014790	NO LOCATION AID	10 INDUSTRIAL PARK DR	2/4/97	RAO		A1	
3-0014818	NO LOCATION AID	73 MAIN ST	2/11/97	DPS			Hazardous Material
3-0015002	NO LOCATION AID	50 HIGH ST	4/14/97	TIER 2			Oil
3-0015164	NO LOCATION AID	195 NEW BOSTON ST	5/30/97	RAO		A2	Hazardous Material
3-0015228	NO LOCATION AID	181 NEW BOSTON ST	6/20/97	RAO		A2	Oil and Hazardous Material

3-0015336	NO LOCATION AID	74-110 COMMERCE WAY	7/28/97	RAO		A2	Oil and Hazardous Material
3-0018041	NO LOCATION AID	91 CENTRAL ST REAR	2/25/99	RAO		B1	Hazardous Material
3-0018051	NO LOCATION AID	415 WILDWOOD AVE	3/4/99	RAO		A1	Oil
3-0018135	NO LOCATION AID	27 TORRICE DR	3/26/99	DPS			Hazardous Material
3-0018178	NO LOCATION AID	545 MAIN ST	4/9/99	RTN CLOSED	PHASE III		Oil
3-0018212	NO LOCATION AID	28 WEBSTER ST	4/20/99	RAO		A2	Oil and Hazardous Material
3-0018530	NO LOCATION AID	331 MONTVALE AVE	7/14/99	TIER 2	PHASE II		Oil and Hazardous Material
3-0018597	NO LOCATION AID	62 HOLTON ST	8/5/99	RAO		A2	Hazardous Material
3-0018749	NO LOCATION AID	RTE 39/MAIN ST	9/15/99	RAO		A1	Hazardous Material
3-0018754	NO LOCATION AID	485 WILDWOOD AVE	9/16/99	RAO		A1	
3-0018812	NO LOCATION AID	22 PROSPECT ST	9/27/99	RAO		A2	Oil
3-0019134	NO LOCATION AID	57 WINN ST	12/31/99	TIER 2	PHASE II		Oil
3-0019173	NO LOCATION AID	164 SALEM ST	1/16/00	RAO		A2	Oil
3-0019371	NO LOCATION AID	481 WILDWOOD AVE	3/15/00	RAO		A2	Oil
3-0019395	NO LOCATION AID	101 COMMERCE WAY	3/25/00	RAO		A2	
3-0019498	NO LOCATION AID	28 WEBSTER ST	4/25/00	DPS			Hazardous Material
3-0019485	NO LOCATION AID	32 SYLVANUS WOOD LANE	4/27/00	RAO		A2	Oil
3-0019664	NO LOCATION AID	24 TO 26 CONN ST	6/23/00	RAO			Hazardous Material
3-0019759	NO LOCATION AID	24 THRU 26 CONN ST	7/20/00	RAO		A3	Hazardous Material
3-0019814	NO LOCATION AID	322 MONTVALE AVE	8/1/00	TIER 2	PHASE II		Hazardous Material
3-0019909	NO LOCATION AID	57 WINN ST	9/7/00	TIER 2	PHASE II		Oil
3-0019915	NO LOCATION AID	400 WASHINGTON ST	9/8/00	RAO		A1	Oil and Hazardous Material
3-0019962	NO LOCATION AID	HILL ST	9/21/00	RTN CLOSED			Hazardous Material
3-0020229	NO LOCATION AID	20 SONAR DRIVE NEAR	12/17/00	RAO		A1	Oil
3-0020233	NO LOCATION AID	185 NEW BOSTON ST	12/18/00	RAO		A1	Oil
3-0020362	NO LOCATION AID	1R WASHINGTON ST	2/1/01	TIER 2	PHASE II		Oil and Hazardous Material
3-0020469	NO LOCATION AID	78 DRAGON CT	3/13/01	RAO		A1	Oil
3-0020811	NO LOCATION AID	57 WINN ST	4/6/01	RTN CLOSED			Oil
3-0020768	NO LOCATION AID	415 WILDWOOD AVE	6/8/01	UNCLASSIFIED			Oil
3-0021078	NO LOCATION AID	22 CRANES COURT	9/12/01	UNCLASSIFIED			Oil and Hazardous Material
3-0021138	NO LOCATION AID	17R HIGHLAND ST	10/6/01	UNCLASSIFIED			Oil
3-0021519	NO LOCATION AID	RTE 93 SOUTH	2/26/02	UNCLASSIFIED			Oil
3-0021596	NO LOCATION AID	8 DRAPER ST	3/21/02	UNCLASSIFIED			Oil
3-0000150	NORTH WOBURN INDUSTRIAL PARK	GILL ST SIXTH RD	1/15/87	RAO			Oil
3-0002021	NORTHEAST TRADE CENTER	100 SYLVAN RD	4/15/89	WCSPRM			Oil
3-0020673	OFF CONN ST	1 BRYANT ST	5/1/01	RAO		A2	Oil
3-0013317	OFF MIDDLE ST	10 FAIRVIEW RD	1/10/96	RAO		A2	Oil
3-0012606	OFF RTE 38 JUST N OF WOBURN TOWN LINE	5-17 CRANES CT	6/20/95	RAO	PHASE IV	C	Hazardous Material
3-0014128	OFF SALEM ST POLE 31-1/1X	WINN PARK	8/18/96	RAO		A1	Oil
3-0000475	OIL DEPOT FMR	50 STURGIS ST	3/20/85	TIER 1A			
3-0000594	OLYMPIA NOMINEE TRUST	60 OLYMPIA AVE	8/18/86	TIER 1B			Hazardous Material
3-0014638	PARKVIEW RD	163 SALEM ST	12/17/96	TIER 2	PHASE IV		Oil
3-0021315	PARKVIEW RD	163 SALEM ST	12/7/01	UNCLASSIFIED			Hazardous Material
3-0017904	PEACH ORCHARD ST	32 WEBSTER ST	2/4/99	TIER 2	PHASE II		Oil and Hazardous Material
3-0019323	PETTIGLIO TERRACE	E NICHOLS ST APP CT	2/26/00	RAO		A1	Oil
3-0019845	PHEASANT LANE	4 BROOK RD	8/17/00	RAO		A1	Oil and Hazardous Material
3-0014616	POLE # 612/10	ATLANTIC WAY	12/11/96	RAO		A2	Oil
3-0010175	POLE # 617/1	LINSCOTT RD	11/10/93	RAO		A1	Oil
3-0012939	POLE 191-9/1X	7 WINN PARK	9/18/95	RAO		A1	Oil

3-0011710	POWER STATION BY THE HORN POND	COVE ST	10/8/94	RAO	PHASE IV	A3	Oil
3-0001263	PRINTED CIRCUITS CORP	10 MICRO DR	1/15/90	PENNFA			
3-0000021	PROPERTY	19 SIXTH RD	2/13/86	DEPNFA			
3-0001736	PROPERTY	25 OLYMPIA AVE	8/25/86	DEPNFA			
3-0000180	PROPERTY	HOLTEN ST	1/15/87	DEPNFA			
3-0000731	PROPERTY	8-10 GREEN ST	10/15/88	RAO		B2	
3-0002079	PROPERTY	5 WHEELING AVE	4/15/89	WCSPRM			Oil
3-0002147	PROPERTY	21 CABOT RD	4/15/89	LSPNFA			
3-0003420	PROPERTY	17 HOLTEN ST	1/15/91	RAO	PHASE II	B1	Oil and Hazardous Material
3-0003495	PROPERTY	56 HOLTEN ST	4/15/91	DEPNFA			Oil
3-0004015	PROPERTY	299 MISHAWUM RD	7/15/92	DEPNDS			Oil
3-0004212	PROPERTY	14 INDUSTRIAL PKWY	1/15/93	WCSPRM			Oil
3-0011390	PROPERTY	4 WHEELING AVE	8/11/94	TIER 1C	PHASE II		Hazardous Material
3-0013604	PROPERTY	75 MAIN ST	3/20/96	TIER 1C	PHASE II		Oil and Hazardous Material
3-0002418	PURITY SUPREME	2 ELM ST	1/15/90	RAO		A2	
3-0012478	REAR LOT	470 WILDWOOD DR	5/16/95	RAO		A2	Oil
3-0010759	REAR OF 36 WINTER ST, WOBURN	36R WINTER ST	3/28/94	RAO		A1	Oil
3-0020558	REAR OF PROPERTY	47 HENSHAW ST	3/26/01	RAO		B1	Oil
3-0015280	RESIDENCE	4 LEXINGTON ST	7/7/97	RAO		A2	Oil
3-0001732	RESTAURANT	921 BOYLSTON ST	7/15/87	DEPNFA			
3-0001266	RESTAURANT	325 MONTVALE AVE	1/15/90	DPS			
3-0004186	ROMICON INC FMR	20 NORMAC RD	1/15/93	LSPNFA			Hazardous Material
3-0004185	ROMICON INC FMR	100 CUMMINGS PARK	1/15/93	RAO		B1	Oil and Hazardous Material
3-0003630	SERVICE STATION	529 MAIN ST	7/15/91	RAO			
3-0001262	SEVERANCE TRUCKING CO	7 WALNUT HILL PK	5/14/93	RAO		A2	Hazardous Material
3-0004118	SHAKER GLEN VILLAGE BLDG 6&11	241 LEXINGTON ST	10/15/92	RAO			
3-0001092	STAFFORD MFG CO	NEW BOSTON ST	1/15/90	ADEQUATE REG			
3-0017242	STAPLES WAREHOUSE	80 COMMERCE WAY	9/1/98	RAO		A2	Oil
3-0004167	STERLING BANK	19 PLEASANT ST	7/15/93	DPS			Oil
3-0012481	SUBSTATION #211	COVE ST	5/17/95	RAO		B1	Hazardous Material
3-0000195	SUTHERLAND FOUNDRY	3 ABERJONA DR	1/15/87	RAO			
3-0013628	SZYMANSKI RESIDENCE	36 DAY CIR	4/3/96	RAO		A2	Oil
3-0014102	TANK #4	20 COMMERCE WAY	8/8/96	RAO		A2	Oil
3-0014348	TANK #8	30 COMMERCE WAY	9/30/96	RAO		A2	Oil
3-0000476	TANNERY FMR	60 SOUTH BEDFORD RD	7/30/86	DEF TIER 1B			
3-0000478	THREE C CO	181 NEW BOSTON ST	10/3/86	TIER 2	PHASE IV		
3-0001890	UNDERCOVERWEAR	LOT 2A 1 PRESIDENTIAL DR	1/15/89	TIER 2	PHASE II		
3-0002518	UNDERCOVERWEAR	LOTS 4-4A PRESIDENTIAL DR	1/15/90	WCSPRM			Oil
3-0003292	UNDERCOVERWEAR	LOTS 7 7A PRESIDENTIAL DR	10/15/90	LSPNFA			Oil
3-0001424	UNIFIRST	15 OLYMPIA AVE	1/15/87	ADEQUATE REG			Oil
3-0013856	UST #7	30 COMMERCE WAY	6/5/96	RAO		A2	Oil
3-0000477	VAC CENT	5 GREEN ST	1/15/87	DEPNFA			
3-0002439	VAC HYD	65 HOLTEN ST	1/15/90	RAO			
3-0018789	VACANT LOT	39 CEDAR ST	9/23/99	TIER 2	PHASE II		Oil and Hazardous Material
3-0002256	VINCO HEATING SUPPLY CO	50 HIGH ST	6/15/89	TIER 2	PHASE II		
3-0001423	W R GRACE CRYOVAC	369 WASHINGTON ST	1/15/87	ADEQUATE REG			Oil
3-0014657	WARREN FORIEGN MOTORS	394 WASHINGTON ST	12/21/96	RAO		A1	Oil
3-0013442	WASHINGTON ST	60 OLYMPIA AVE	2/12/96	RAO		A1	Oil
3-0000479	WELLS G&H	ABERJONA RIVER VALLEY	1/15/87	TIER 1A			

3-0018729	WEST MARINE	406 WASHINGTON ST	9/10/99	RAO		A1	Oil
3-0000595	WEYERHAUSER CORP	3 WHEELING AVE	6/24/86	RAO	PHASE IV	C	Oil
3-0000534	WHITNEY BARREL CO	256 SALEM ST	12/1/86	ADEQUATE REG			Oil
3-0000480	WINN TRUCKING TERMINAL	195 NEW BOSTON ST	1/15/87	DPS			Oil
3-0015013	WINNING FARM INC	THORNBERRY RD	4/23/97	ADEQUATE REG	PHASE II		Oil and Hazardous Material
3-0013836	WOBBURN DPW CITY BARN	50 NORTH WARREN AVE	5/31/96	TIER 2	PHASE II		Hazardous Material
3-0015803	WOBBURN HOUSING AUTHORITY	44 LIBERTY AVE	12/9/97	RAO		A2	Oil
3-0003794	WOBBURN MALL WETLANDS AREA	300 MISHAWUM RD	11/22/91	RAO	PHASE III	B2	Oil
3-0012647	WOBBURN PLAZA	344-400 CAMBRIDGE RD	6/30/95	TIER 1C	PHASE IV		Hazardous Material
3-0018931	WOBBURN PLAZA	356 CAMBRIDGE RD	10/28/99	RAO		B1	Hazardous Material
3-0001738	WOBBURN STEEL DRUM INC	211 NEW BOSTON ST	1/15/87	ADEQUATE REG			
3-0020029	WOBBURN WRTC	MBTA COMMUTER RAIL LINE	10/10/00	RAO		A2	Hazardous Material
3-0014659	WYMAN STREET	3 BRAE CIR	12/23/96	RAO		A2	Oil
3-0015592	Y&M WOBBURN PLAZA	356 CAMBRIDGE ST	10/3/97	RTN CLOSED	PHASE IV		Hazardous Material

MEMORANDUM

September 2, 2002

TO: Wells G&H Committee
FROM: Don Borchelt
RE: Public Resources for Brownfields Redevelopment

Under Task H of the Wells G&H SRI Work Program, the WRA and the Committee is responsible for reviewing and identifying public programs which could be utilized to further the development of the land uses to be proposed in the Plan. The Work Program tentatively identified eight specific programs for consideration as possible resources. Based upon our deliberations, and our proposed uses, I have added several additional programs. The total current list is as follows:

- a. City of Woburn Development Impact Ordinance,
- b. Tax Increment Financing (MOBD),
- c. Mass. Economic Development Incentive Program (EDIP),
- d. Mass. Brownfields Redevelopment Fund (MassDevelopment),
- e. Mass. Brownfields Redevelopment Access to Capital Program (MBDC),
- f. Mass. Public Works Economic Development Program (EOTC),
- g. Mass. Community Development Block Grant Program (DHCD),
- h. Massachusetts General Laws Chapter 121B Urban Renewal Program,
- i. Land and Water Conservation Fund (DEM), and,
- j. I-93/I-95 Interchange Impact Mitigation.

In the discussion below, each of these programs will be briefly summarized, in order to for the Committee to evaluate the relevance to the implementation of the Comprehensive Land Use Plan, and to recommend priorities for the WRA and the City of Woburn.

- A. *City of Woburn Impact Fee Ordinance:* In October, 1999, the Woburn adopted an ordinance which requires that requests for municipal approval of all substantial improvements or alterations to real estate must be accompanied by a Development Impact Statement, which outlines the traffic and utility impacts of the project, and proposes mitigation improvements to be undertaken by the proponent. The proponent may implement those improvements directly, or, at the discretion of the City, make an in lieu payment to a Traffic Safety and Infrastructure Fund, equal to 3 percent of the total development costs. According to section 18 of the Zoning Ordinance, a substantial alteration or improvement is one which will add 10 percent to the gross floor area, or require the addition of 10

or more parking spaces, and will result in a total gross floor area of 15,000 square feet of space or more.

The Lowes developer at Commerce and Mishawum completed approximately \$2.5 million under the ordinance (although part of the incentive was the abandonment and reversion of title to municipal rights of way), and the JPI development on Cedar Street completed approximately \$400,000 in traffic improvements. On Commerce Way, approximately \$1.5 million in improvements were completed related to the Genuity and Target developments. The developers of the Marriott on Commerce way opted to make a cash payment of \$400,000, in lieu of direct construction of improvements.

While proposals have been made to the contrary, Section 18.7(3) specifically stipulates that moneys in the Mitigation Fund must only be spent on traffic and infrastructure improvements, and further, only “on mitigation measures related to said development, specified in the Project Mitigation Statement, and specified as conditions in the special permit.”

The Development Impact Mitigation ordinance has clearly had a substantial impact on the Washington Street corridor, although it is probable that the mitigation contributions major developments would have likely been negotiated ad hoc, even if the ordinance had not been adopted. The Wells G&H Comprehensive Land Use Plan could recommend general priorities for future mitigation improvements for key properties within the Wells G&H area.

It should also be pointed out that Section 18.8 of the ordinance specifically authorizes the granting of a waiver, if it is found that “the granting of a waiver will not create conditions which are substantially more detrimental to the neighborhood in which is the site is located...” Further, the Section 18.8(2) states: “As the basis for its decision, the SPGA (the Planning Board or City Council, depending on jurisdiction) shall consider other positive impacts of the project upon the project impact area not measured by the Development Impact Statement, such as, but not limited to, the substantial remediation of an environmentally contaminated site. A full or partial waiver for the redevelopment of the W.R. Grace or Aberjona Auto Parts properties could prove to be a substantial incentive to steer the reuse of those parcels to the desired outcome, particularly if other public resources could be tied in which could finance traffic mitigation improvements.

- B. *Tax Increment Financing:* Tax Incremental Financing (TIF) was first introduced in Massachusetts through legislation passed by the Massachusetts legislature as Ch.19 of the Acts of 1993, which set up the Economic Development Incentive Program (see below). While most of the benefits of Ch. 19 require the designation of the community by the Commonwealth as an Economic Target Area, TIF projects can be approved if the Massachusetts Office of Business Development determines that the project is an “exceptional economic

opportunity.” A TIF Agreement exempts some or all of the *increased value* that would normally be added the property assessment upon the completion of the substantial redevelopment of a property. The TIF Agreement is negotiated with the municipality, but must be approved by MOBD before it can take effect. The current assessment in place just prior to redevelopment serves as the base, and generally the additional valuation is phased in, according to a schedule driven by the financial needs of the project, not to exceed 20 years. TIF works best when the redevelopment will result in a substantial increase in the value of a parcel, and the assessment is likely to undergo a major adjustment.

The W.R. Grace property, if substantially redeveloped as a hotel, for example, would be a prime candidate for Tax increment Financing, because the assessed value would almost certainly see a major increase. Cash flow saved from the tax relief could be diverted, for example, to pay for the cost of environmental liability insurance, to indemnify the seller or developer from future litigation.

- C. *Economic Development Incentive Program:* The Massachusetts EDIP program was introduced under Ch. 19, mentioned above. The act was codified as MGL Chapter 23A, Section 3. Projects which are approved, or “certified,” under the program are eligible for both local TIF, and for a five- percent state Investment Tax Credit for all tangible, depreciable assets. In order to use the program, the municipality must be approved by the Economic Assistance Coordinating Council as an Economic Target Area (ETA). Within the ETA, the community then designates specific target areas, known as “Economic Opportunity Areas.” Certified projects must be located within one of those areas. A 10 percent Abandoned Building Tax Deduction is available to qualified projects within an EOA, regardless of whether the project is actually “certified.”

To be eligible as an ETA, the municipality, or the portion of the municipality to be designated, must meet certain statutory criteria for economic distress. It is possible, and the Commonwealth encourages, multi-community ETAs, and as long as the aggregate indicators meet the criteria. Thus, Burlington was able to create an ETA for Sun Microsystems, by linking with more distressed portions of Billerica. Woburn does not meet any of the basic distress criteria, such as poverty level, unemployment, or the percentage of low and moderate income households, but we may be able to establish eligibility under MGL Ch.23, Section 3D(D) if we can document a gross job loss of 2,000 or more within the last four years.

- D. *Massachusetts Brownfields Redevelopment Fund:* The Brownfields Redevelopment Fund was set up under the Chapter 206 of the Acts of 1998, the Massachusetts Brownfields Act. Administered by the Massachusetts Development Finance Agency, the \$30 million fund provides up to \$50,000 as a pre-development loan, and up to \$500,000 in reduced-interest financing for actual remediation activities. The pre-development loan is paid back at closing if the project moves forward, but is forgiven if the project is not implemented. Thus, it is designed to work with a prospective, rather than existing owner.

To be eligible for funding under this program, a project must be located in an ETA, or an “economically distressed area,” which is basically an area which meets the criteria for an ETA, but is not actually designated. The EACC has taken a broad view of this requirement, interpreting the statute to allow for hypothetical, multi-community combinations to establish economic distress. Using this interpretation, the EACC determined that Woburn was an economically distressed area several months ago.

- E. *Massachusetts Brownfields Redevelopment Access to Capital Program:* Another programmed authorized under the Brownfields Act, the Redevelopment Access to Capital Program ((BRAC) is an environmental insurance program administered by the quasi-public Massachusetts Business Development Corporation (MBDC). The \$15 million insurance fund will cover mitigation cost overruns, various unknown or unforeseen conditions, and third party liability claims. The BRAC is reportedly being utilized by a property owner in Woburn’s South End, in order to obtain clean-up financing.
- F. *Public Works Economic Development Program:* The PWED program provides direct grants to local municipalities for the construction of public streets and other public improvements which support local economic development. The maximum grant is currently \$1 million. Several successive PWED grants were used by the City of Woburn to construct the Commerce Way extension, which was necessary for the success of the Industriplex project. The program is administered by the Massachusetts Executive Office of Transportation and Construction. Under current practice, projects need to have construction plans complete, and all land under municipal control, to receive grant funding.
- G. *Massachusetts Community Development Block Grant Program:* The CDBG program is a HUD funded grant program which for municipalities under 50,000 is administered through the Massachusetts Department of Housing and Community Development. While the program has a number of smaller components, most of the funds are in the Community Development Fund (CDF). I am currently working on the City’s application for CDBG CDF funds now; the application is due on October 4th.

To be eligible for funding, a project must be among the list of eligible types of projects, and must also meet one of two national objectives: 1) the project must provide a benefit to low and moderate income persons, or 2) the project must serve to eliminate conditions of slums and blight. Economic development projects and brownfields redevelopment projects can be eligible activities, if one of the above objectives is met. CDBG funds, for example, could pay for the non-federal share of a Land and Water Conservation Fund grant (see below), or for handicapped access costs associated with the construction of the observation decks in the Wells G&H area.

- H. *Massachusetts Urban Renewal Program:* It is still possible in Massachusetts to have an urban renewal project financed and approved. While general discretionary funds have not been appropriated to the program by the legislature in decades, specific projects have been earmarked for funding by the legislature. The Worcester Medical Center project in downtown Worcester is a notable example. It also possible to have an urban renewal project approved with other types of financing. Under MGL Chapter 121B, the urban renewal statute, the local redevelopment authority must draft an urban renewal plan, which must be approved by the local municipality (the Mayor and Council), and by DHCD. The plan must document that the area meets the statutory definition of “blighted, decadent, or substandard,” and demonstrate that the plan is financially feasible. The redevelopment agency must demonstrate that “but for the intervention of the public sector,” the area would not likely be redeveloped.

The advantage of urban renewal, of course, is that it provides eminent domain powers to the local redevelopment authority for properties specified for acquisition in the approved urban renewal plan. Acquisition within a target area is generally very selective, however, as wholesale acquisition is usually unnecessary, and would be very difficult to finance. In Somerville, we pioneered the use of the urban renewal program for brownfields redevelopment, through our Boynton Yards project. I would argue that the superfund status of the Wells G&H area alone constitutes a condition of blight under the statute. However, due to its radical nature, urban renewal should be seen as a tool of last resort.

- I. *Federal Land and Water Conservation Fund:* This program is administered in Massachusetts by the DEM Division of Conservation Services. The program will provide 50 percent of the cost of land acquisition, and park, recreation, and conservation development projects. The maximum grant is \$250,000. A related program is the Massachusetts urban Self-Help Program, which will provide up to \$500,000 for outdoor passive or active recreation projects. The grant share is between 50 and 72 percent of costs, depending on the community. This program is administered by the Division of Conservation Services in tandem with the Land and Water Conservation Fund. The community must have an updated Open Space Plan on file with the Division. There is now a funding round underway; unfortunately, the deadline is September 6th.
- J. *I-93/I-95 Mitigation Improvements:* While not a program per se, the Massachusetts Highway Department’s planning and design effort for the new I-93/I-95 Interchange will eventually have to consider mitigation improvements to deal with congestion during the extensive course of construction. MassHighway is already giving very serious consideration to the reconstruction and widening of the Washington Street overpass, which would certainly help to alleviate congestion along the corridor. Other mitigation improvements may prove feasible, if they can be associated in some way with the interchange project.

The above list of projects is not intended to be all inclusive. A number of other programs may also prove relevant to stimulate the successful redevelopment of sites in the Wells G&H area. Additional funding sources worth investigating might be the DHCD Community Development Action Grant Program, and the EPA Sustainable Development Grant Program. However, as we finalize our action proposals for the Comprehensive Land Use Plan, these are perhaps the most promising public resources to keep in mind.